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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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GREETINGS FROM THE CHIEF OF THE AIR CORPS

It gives me great pleasure to extend to every officer, enlisted man and civilian employee in the Air Corps my earnest wishes for their health, happiness and success in the New Year.

The past year has seen many marked changes and innovations in our branch of the service. Events across the Atlantic have brought home to the people of our nation the absolute necessity of adequate preparedness on all possible fronts - man power, military equipment and military bases from which to operate for the proper protection of our shores. Our military expansion program has been launched, but it will require the whole-hearted, energetic and utmost devotion of every loyal American citizen to speed this program to a successful conclusion.

Each passing day has emphasized the potency of adequate air power. We have witnessed the havoc the air arm has wrought, with consequent desolation and ruin to cities and countless casualties to noncombatants. We have been bystanders of a mode of warfare by aggressor nations where the air arm was utilized as the spearhead of attack upon one small country after another with invariably successful results. Along with this type of warfare upon civilian populations, we have seen the Air Force of Britain valiantly warding off invasion of its shores.

We have gained many valuable lessons from the air operations of the warring nations, lessons which have made it necessary for us to modify and modernize our equipment in order to stay at the forefront of development in the matter of combat weapons. I feel confident that the traditional American ingenuity, coupled with the initiative, industrious and energetic spirit characteristic of our people, will keep us at the head of the parade of progress.

Gratifying progress has been made by the Air Corps in the training of new pilots and of enlisted men whose duty it is to keep the airplane in the air. Many new Air Corps units have been formed, and this places a heavy burden on our pilot and mechanics schools in order to turn out the required number of trained men to fill their ranks. Many new air bases have also been established, and the coming year will call for a tremendous amount of effort to complete their construction so as adequately to house these new units.

In closing, may I express my sincere appreciation and commendation for your efforts in the past. I feel sure that in your loyalty and devotion to our beloved country you will redouble your efforts in this new year to insure for it a scale of defense which will prove adequate in all respects.

H. H. ARNOLD,
Major General, Air Corps,
Chief of the Air Corps.

CANTONMENT CITY AT HAMILTON FIELD

Construction of the sixty wooden buildings at the Hamilton Field Army air base is rapidly nearing completion, according to an announcement by Captain J.H. Beal, Construction Quartermaster, and the barracks are expected to be ready for occupancy by January 15th. Included in the program are 22 barracks, each providing living facilities for 63 men; 3 hospital barracks, 4 administration buildings, 6 recreation rooms, a schoolhouse, post exchange, 5 mess halls, 5 officers' quarters, storerooms, and an officers' mess.

A feature of the construction is the use of California redwood for frames and Ponderosa rustic pine for sidings, due to a lack of the normally utilized Douglas fir in this vicinity.

A forced hot air heating system, fed by a central heating plant in each building, provides comfortable warmth whenever required. There are complete modern shower and toilet facilities in each barracks.

Great attention has been given to fire prevention, both in regard to location and spacing of the building and in the construction itself. A fire shield of 24 gauge galvanized iron sheets, combined with asbestos board, lines each wall. Termite shields have also been placed between all structural framing and foundation walls. All roofs will be of asphalt.

An average of 200 civilian carpenters a day has been working on the project, and the total estimated cost is \$343,000.

The new installations, being built in the area south of the permanent base, will provide living, administrative and training facilities for 15,000 men, thus increasing the present strength of the garrison by approximately 50 percent. This increase is required not only to bring the tactical Pursuit organizations up to full strength but also to man the various echelons of the 10th Pursuit Wing, headquarters of which have been established at the Marin County Base.

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LOWRY FIELD ACTIVATES SIX NEW SQUADRONS

Activation of six new squadrons at Lowry Field, Denver, Colo., each with a strength of 200 men, was ordered on December 3, 1940, by the War Department. The new organizations are to be designated the 22nd, 23rd, 24th, 25th, 41st and 42nd School Squadrons. Cadres of enlisted men upon which to build and administer the new squadrons are being

organized at once.

This expansion completes activation of the remaining Air Corps units under the 54 Group Program and affects the majority of the Air Corps stations throughout the United States.

The addition of the new squadrons at Lowry Field is resulting in certain organization changes for administrative purposes and the reorganization of the existing and new squadrons into four groups. They are the First Provisional Group, or operating group; the Second Provisional Group and the Third Provisional Group, or the two school groups; and the 21st Air Base Group (Special), or the administrative group. There are now stationed at Lowry Field 16 squadrons, plus attached Medical, Quartermaster, Signal Corps, Finance and Lowry Field headquarters detachments and the 346th Ordnance (Aviation) Company.

The four Groups are to be commanded, respectively, by Majors Leo H. Dawson, Roscoe C. Wriston, Roy W. Camblin and Captain Donald B. Smith, Air Corps, according to a recent announcement by Lieut. Colonel Early E.W. Duncan, Commanding Officer of Lowry Field. A general shakeup of commands and assignments necessarily will follow because of the expansion.

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NEW OFFICERS OF AIR RESERVE ASSOCIATION

A recent announcement by the Air Reserve Association gives the names of the newly elected officers to guide the destinies of that organization for the year 1941, as follows:

National President: Major William L. Plummer, 901 William Oliver Building, Atlanta, Ga.

Senior Vice President: Lieut. Colonel Joseph H. Marriott, 1508 4th Street, Santa Monica, Calif.

Second Vice President: Captain T.Q. Graff, Patterson Field, Fairfield, Ohio.

Secretary: Captain H.M. Cronk, Wright Field, Dayton, Ohio.

Treasurer: Captain W. Donald Walter, 515 East Broad Street, Columbus, Ohio.

Judge Advocate: 1st Lieut. Louis M. Gregory, Parksdale Field, Shreveport, La.

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Brig. General Rush B. Lincoln recently conducted his first inspection of West Coast Air Corps technical schools, when he spent two days at the Curtiss-Wright Technical Institute, Glendale, Calif., where 600 enlisted men are being trained as future Air Corps mechanics.

TRANSFER OF AIR CORPS UNITS

An announcement by the War Department under date of December 18, 1940, was to the effect that the 36th Pursuit Group (Interceptor) is being transferred from Langley Field, Va., to Puerto Rico for permanent station, and that the 90th and 92nd Air Corps School Squadrons are being transferred from Selma, Ala., to Barksdale Field, La., for temporary duty.

The 36th Pursuit Group (less the Air Echelon) was scheduled to move by motor and marching to Newport News, Va., at such time as to enable the unit to sail on the U.S. Transport CHATEAU THIERRY leaving Newport News, on or about January 2, 1941. The Air Echelon, 36th Pursuit Group, will leave Langley Field so as to arrive in Puerto Rico not earlier than January 7, 1941.

The 90th and 92nd School Squadrons are being transferred as soon as practicable to Barksdale Field, La., for the purpose of obtaining training on Pursuit type aircraft. Upon the completion of this training, about May 1, 1941, these Squadrons will return to their permanent station at Selma, Ala. Movement is to be accomplished by motor.

The War Department made a recent announcement to the effect that the 80th and 81st School Squadrons and the 68th Air Base Group (Special) will be permanently transferred from Moffett Field, Calif., to Stockton, Calif., as soon as practicable.

The three units have a total strength of about 1,000 officers, student flyers and enlisted men. Movement will be by rail and motor.

The field at Stockton is a branch of Moffett Field. Student flyers in the school squadrons will be given additional flying instruction at Stockton.

In a War Department announcement under date of December 31, 1940, it was stated that on or about January 6, 1941, the following Air Corps units, totaling approximately 650 officers and men, will be transferred from McChord Field, Washington, to Fort George Wright, Spokane, Washington, for permanent change of station:

Headquarters and Headquarters Squadron, Northwest Air District.

Headquarters and Headquarters Squadron, 5th Bombardment Wing

310th Signal Aviation Company

314th Signal Aviation Company

Movement will be made by motor and rail, motor vehicles traveling in convoy and camping overnight on Army res-

ervations wherever practicable. Officers and enlisted men who are not required to accompany troops by rail or motor convoy may travel by privately owned motor vehicle.

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EXPANSION OF CAL-AERO ACADEMY

The expansion of Cal-Aero Academy's primary training center at Ontario, Calif., to triple its original size has been launched by Major C.C. Moseley, owner of the big field which was created last August for the exclusive purpose of training Army Air Corps Flying Cadets.

New facilities, which will be completed by late January, include ten new barracks buildings, two new hangars, a million more square feet of paved runway, an overhaul building, and miscellaneous smaller structures. When completed, the huge plant will be able to accommodate 672 Cadets and 526 Cal-Aero employees. The cost of the additional structures is estimated at \$400,000.

A total of 231 new Flying Cadets, by far the largest class yet to be sent to the Cal-Aero Academy for primary training, comprise Class 41-E at its three fields in California.

Of the above total, 145 men were assigned to the new model training center at Ontario, 49 to Oxnard and 37 to Glendale.

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GUNNERY RANGE FOR BOLLING FIELD

Bolling Field, D.C., recently acquired an aerial gunnery range, situated north of Rehoboth Beach, Delaware, on Cape Henlopen. The de-commissioned U.S. Coast Guard Station at Cape Henlopen was loaned to Bolling Field by the U.S. Coast Guard, and the surrounding area was loaned by the State of Delaware.

The gunnery range at present is for the use of the Bolling Field officers and is under the supervision of the Post Operations Officer. Master Sergeant A.H. Holtzman is in charge of the maintenance of equipment. Four men are at present detailed from Bolling Field as caretakers. The former Coast Guard Station is being used for quarters.

The Bolling Field officers have received considerable gunnery practice since this range has been made available.

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V-8680, A.C.

THE EXPANSION OF SCOTT FIELD
By the News Letter Correspondent

On the Looking-Glass prairie of Southern Illinois a new kind of a city is being built. It is a city of comparative permanence for a multitude of transients. Within its gates is quartered the Radio Communications School of the Army Air Corps, an enormous feeder of the rapidly expanding Air Corps.

Years ago, Charles Dickens, the English novelist, visited the Looking-Glass country, so named because of its flatness, heard something of the richness of its Indian lore, and wrote his impressions in his American notes. None then, of course, could have divined the future mission of the prairie; none could have foreseen the critical hour making necessary the building of cities such as this.

At dawn the mists lay over the field, and the land 'round about seemed actually to have been changed but little since those days now driven deep into the past. But when the softening fog lifts and the men in uniform hasten in military patterns to their duties, and the tools of hundreds of workmen beat out a symphony, nothing remains of the old but illusions and nostalgia.

You ride over the field one day and have difficulty making passage from one place to another in the areas of new construction; you return the next day and observe to your amazement that a road between those points has been completed.

You visit the expanding precincts and are told that every day two new barracks buildings are added to this community of wood and metal, of technology and disciplined man power. The smell of lumber and soil and sweat is in the air. Heavy trucks bog down in sticky top dirt, lurch free and are driven away successfully despite other obstacles. So rapidly does this city grow. So scornful of impediment is the effort toward total preparedness.

Shortly after the first of the year, Scott Field will have 10,000 men or more, and the cantonments for the 5,000 newcomers must be ready by that time.

Barracks, mess halls, school buildings, theaters, service clubs.

Men, instruments, parachutes, airplanes.

If the government's ambitious plans are realized, the Air Corps will be three times as large as the entire present standing Army. That will mean 600,000 men for 50,000 planes, for behind every plane are two pilots and 10 enlisted men.

Scott Field's function is one of the most vital in the service, but the character of its performance is new. Before and during the first World War, Scott Field was a base for lighter-than-air craft, and it was to have been the General Headquarters for the Air Corps. The nature of the reservation changed gradually in the past seven or eight years, the complete alteration taking place when the National Defense program was inaugurated a year and a half ago. At that time \$11,000,000 was authorized for a reconstruction program at Scott Field, now becoming the Radio Communications training center. The old buildings of the World War days were to be torn down and to be replaced by permanent quarters and, in addition, the program called for the construction of a new hangar and officers' quarters. For barracks alone, \$1,500,000 has been spent. For a mess hall which will seat 6,000 men, \$209,000 has been allocated; a heating unit for this building, which officers say will be the largest of its kind in the Army, is costing another \$50,000.

The expansion schedules required additional land; therefore, the reservation spread still further into the Looking-Glass prairies. Nearly 4,000 men are engaged in carrying out the reconstruction and enlargement program, and some 1,500 workers in private industry are employed on the new cantonment project, while 2,200 W.P.A. men are used on foundation, road, and landscaping work. The W.P.A. crews are from Madison and St. Clair counties and come to Scott Field by various means of transportation, one group traveling back and forth daily in a hearse.

It is a motley sight, the curious contrasting vehicles of the W.P.A. workers; the lumbering trucks and the government's neat olive drab cars; the array of automobiles, bearing licenses from most of the States, owned by officers and enlisted men at the post.

It is the strange, almost fantastic, new destiny of the Looking-Glass prairie.

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The 25th Bombardment Group, which recently arrived in Puerto Rico, flew a formation for Major General Frank M. Andrews, who was aboard the Transport AMERICAN LEGION as it arrived off San Juan. General Andrews conducted an inspection of Borinquen Field prior to leaving aboard the transport for a tour of duty in Panama.

I N S U R A N C E

By Waddell F. Smith

The December 15, 1940, issue of the News Letter published rates and facts about the new National Service Life Insurance which is now obtainable by those in the service or who subsequently enter the service. This is a reminder that a time limit of 120 days has been imposed, after which application for the insurance will not be considered. As the Act was signed by the President on October 8, 1940, then the time limit for those who were in the service on October 8, 1940, will expire on February 8, 1941. Those who entered the service since October 8, 1940, or who may enter subsequently, will have 120 days from date of entry within which to apply. This insurance is written at absolute cost by the Government, as the entire overhead is assumed by the Veterans Administration. Also, the Act which authorized the insurance provided for the creation of a separate fund out of which all claims will be paid when such claims can be traced to the extra hazards of the service.

No extra premiums are charged to cover the extra hazard of aviation. The Office of the Chief of the Air Corps is very desirous that everyone in the Air Corps, Reserves on active duty and aviation trainees shall have this insurance. This information should be thoroughly disseminated to all individuals now on foreign service, and any applications which are postmarked within the 120 days will be acted on. Any individuals who may buy this insurance may be assured that when they return to civil life they may continue their insurance, and the premiums they pay will not be used to pay any claims arising from the extra hazards of the service.

The unusual value of this insurance should be instantly appreciated, as the policies cover death from any cause, peace time or war time, in or out of service. Many individuals have for many years regretted not having had the old U.S. Government Insurance. They now can buy this new National Service Insurance. The time limit of 120 days is positive, and no exceptions can be made, and so it is urged that all post commanders and organization commanders continue to stress the value of this insurance to the officers and men of their command.

Many of the war-time officers have 20-year endowment policies written soon after the war, and which will soon be maturing for their face value. When

this money is received from the Veterans Administration it must be reported as income for tax purposes, but the amount so received is exempt from tax. A test case was ruled on, and it established its nontaxability. For reference, this case may be found in the Internal Revenue Bulletins and is known as I.T. - 3924, Bulletin 1939-2, page 151. This is an interpretation of a case under Section 3, Act of 1935. Any Internal Revenue agent will be able to find this ruling, and it should be cited in making out Federal income tax reports.

This paragraph is to call to the attention of holders of U.S. Government Insurance policies (not the new National Service Insurance) that they have the right to add a special disability clause to their policies by making application, passing satisfactory physical examination and paying the extra premiums required. Application may be made at any time to the Veterans Administration, but it should not be delayed. The value of this additional protection is considerably in excess of the premiums charged.

Any disability arising from aircraft accident or from war service is fully covered, in addition to disabilities from health causes or accidents. In general, its provisions are waiver of all future premiums on the policy and payment of \$5.75 per month per \$1,000 of insurance without dissipating any of the principal of the policy, this upon proof of disability from any cause which is total and exists for 120 days or more.

One need not be retired from service to collect this disability, as cases are on record where disability payments have been made during disability without the individual having been retired. However, just the fact that an officer is retired from service does not mean that he will automatically qualify for this disability benefit. It is possible for individuals to be retired with disabilities which are insufficient to qualify, even though they may be of such a nature that they may last more than 120 days. The disability clause is of great value and should be had by all holders of U.S. Government Insurance policies. Full information, rates and application forms may be had by addressing an inquiry to the Veterans Administration, Washington, D.C., or any of its branches. Most supply rooms at army posts have these forms in stock.

V-8680, A.C.

CHANGING AN ENGINE IN NOTHING FLAT

By the Kelly Field Correspondent

During the past six months it has been the custom for engine change crews of various Air Corps fields to claw and fight each other with every type of literature available. Our crew is right in the middle of all this turmoil, and so far as records go we still lead the pack. This all started a few months back when Mitchel Field crew changed an engine in what they claimed to be a record time of 3:25. After reading the articles printed about this change, our crew decided that Mitchel Field didn't have anything on them, except a few more experienced men. So, one hot, sultry, summer day they decided to set up an example of how an engine change should be made in the shortest time possible. This they did in the unusual time of 2:45.

This only tended to throw more kindling on the fire, resulting in a feud that would make A. & M. College and Texas University look for the nearest exit. Two or three times in the last three months, the 61st Squadron Engine Change Crew had to go into high gear to hold the prestige of being the fastest crew in the country, but each time have emerged with a smile on their faces, signifying that they had knocked off a few minutes from the time set by some other organization.

Now comes the climax of what we believe to be one of the most bitter feuds known to this country, - a feud not fought with guns, but with wrenches and hard labor. This climax arrived when an article was printed in the San Antonio EXPRESS this past week about a crew at Randolph Field changing an engine in 1:25. After reading the article, our crew could only blink their eyes and whistle for, indeed, this was truly a remarkable feat. But each resolved that this was no time to admit defeat. At least, there would be no harm in trying to hold their title.

Monday, December 9, 1940, with the assurance of the Engineering Officer that he would be waiting to test the plane the moment the change was completed, they fell to work. One hour and twenty minutes later, to the surprise of all who had been watching the deftness and teamwork of this crew, saw the plane take off on its routine test flight, with the new motor firmly in place and ready for many hours of flying. The crew, who had predicted they could make the change in :50, was slightly disappointed, due to the fact that it took them so long to change such a little thing as a motor in a

BC-1 airplane, but, having one of their more experienced men absent, they were satisfied over having knocked :05 off the time set by the Randolph Field crew.

This record may not hold up for long, but they will just sit back and wait for someone to say they have changed one in a shorter time. The only thing that has them stumped now is just how long it will be before they have to change an engine while the plane is in flight. If many more minutes are knocked off the present record, this will have to be done, and so to cope with this problem we have just ordered a large supply of helium.

The crew changing this engine consisted of one Staff Sergeant, two Sergeants and two Privates, only one of them having more than one year's experience in engine change work. The members of this crew do not know their own speed, but some day, if the present pace keeps up, with a snap of their fingers the old motor will be out of the plane and the new one in place.

After all, they still call Kelly Field THE AIR CORPS ADVANCED FLYING SCHOOL, so naturally we have to keep our little brother Randolph in its place, and we are sure that none of our officers will have to eat any part of a plane to get a motor change in short order. The 61st Engine Change Crew is, and will be CHAMPS for some time to come.

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COLONEL EAKER JOINS 20TH PURSUIT GROUP

During December, Hamilton Field, Calif., added to its roster an Air Corps officer well known throughout the service when Lieut. Colonel Ira C. Eaker reported for duty from the Office of the Chief of the Air Corps where he had served as Executive Officer.

Colonel Eaker, who had been in the Air Corps since 1917, is best known as the pilot of the famous airplane "Question Mark," which established a world's record refueling endurance flight in 1929. He was a member of the group of Air Corps pilots who participated in the "Good-Will" flight to South America in 1927, and he made the first transcontinental "blind" flight in 1936. He is co-author with General Arnold of two books on flying - "This Flying Game" and "Winged Warfare," and is the holder of the Distinguished Flying Cross with Oak Leaf Cluster. Colonel Eaker's present assignment is with the 20th Pursuit Group (Fighter).

NEW CONSTRUCTION PROJECTS FOR AIR CORPS

Bowman Field, Louisville, Ky.

Under date of December 27, 1940, the War Department announced that it has authorized the construction of an Air Corps shop hangar at Bowman Field, Louisville, Ky., costing \$120,000. Construction projects totaling \$1,178,150 are now under way at this field.

The selection of Bowman Field as an Air Corps station was announced by the War Department on October 4, 1940. When present construction activities, which include temporary housing and other facilities, are completed, the 16th Bombardment Wing Headquarters, the 46th Bombardment Group (Light) and the 28th Air Base Group will be stationed there.

Randolph Field, Texas.

Construction was begun on December 10th by the Constructing Quartermaster, San Antonio, Texas, and vicinity, of a Compass Swinging Base at the southwest corner of the building area, Randolph Field, Texas, at an approximate cost of \$6,000. Under the new system, whereby basic training only is given at this field, the installation of the Base now under construction will obviate the necessity of taxiing all airplanes from the west side of the field to the southeast corner in order to make the necessary compass adjustments.

An extensive surveying and mapping project, sponsored by the Air Corps Training Center and financed by a W.P.A. grant of \$45,000 and sponsor's contribution of \$14,000, is in progress at the four air fields in the San Antonio area. The project was started on October 15th, and entails the making of cadastral and topographic maps of Kelly, Randolph, Duncan and Brooks Fields, same being scheduled to be completed in ten months. Maps are to be drawn on coordinate grid system to scales of one inch equals forty feet and one inch equals 400 feet. Contours are to be shown in certain areas to a one foot contour interval. All sewer, gas, water and other utility lines are to be shown.

In addition to the mapping program, the floor plans of existing buildings and structures are being redrawn to show additions as made. The structural history of all buildings is being checked and brought up to date. About 90 men - surveyors, draftsmen, researchers, etc., are employed.

Mobile, Alabama Additional construction costing

\$294,341, at the Southeast Air Depot, Mobile, Ala., was authorized by the War Department on December 20, 1940. A total of more than \$4,250,000 has now been announced for construction at this establishment.

Units to occupy the new facilities will include the Air Depot Headquarters, the 63rd Transport Group, comprising Headquarters and Headquarters Squadron, and the 6th and 9th Transport Squadrons, and necessary service troops. About 1,000 officers and men will be stationed at the depot.

Among the additional facilities to be built are 7 enlisted men's barracks, two day rooms, one officers' mess, one cafeteria-type enlisted men's mess, one bachelor officers' quarters, two supply rooms (organization), one hospital, one warehouse and one theater.

Contracts totaling \$4,075,000 for construction of repair shops, supply buildings, officers' quarters, hangars and other facilities at the Southeast Air Depot have been let during the last four months by the War Department.

BOISE - CHARLOTTE - BANGOR - TUCSON

A recent War Department announcement is to the effect that authority had been granted for the construction of temporary buildings and other facilities for Air Corps installations at Boise, Idaho; Charlotte, N.C.; Bangor, Maine, and Tucson, Arizona.

The cost of the projects at these localities is as follows: Boise, \$1,393,700; Charlotte, \$1,235,800; Bangor, \$1,683,387, and Tucson, \$1,386,212.

Air Corps units to be stationed at the locations above mentioned are as follows:

Boise, Idaho (Municipal Airport):

42nd Bombardment (M) Group Headquarters and Headquarters Squadron
75th, 76th and 77th (M) Squadrons,
16th Reconnaissance Squadron,
39th Air Base Group, and weather, communication and other aviation personnel, together with necessary service troops. About 2,500 officers and men will be located at this post.

Charlotte, N.C. (Municipal Airport):

56th Pursuit (I) Group Headquarters and Headquarters Squadron,
61st, 62nd and 63rd Pursuit (I) Squadrons,
29th Air Base Group, and weather, communication, and other aviation personnel, and necessary Quartermaster, Signal, Ordnance, Medical, Chemical Warfare Service and other special troops.

The garrison at this post will include more than 1,800 officers and men.

Bangor, Me., Municipal Airport:

43rd Bombardment (H) Group Headquarters and Headquarters Squadron,
63rd, 64th and 65th Bombardment Squadrons,
13th Reconnaissance Squadron,
8th Air Base Group, and weather, communication and other aviation personnel together with necessary special troops.

The garrison will be composed of about 2,400 officers and men.

Tucson, Arizona (Municipal Airport):

1st Bombardment Wing headquarters and Headquarters Squadron,
41st Bombardment (M) Group Headquarters Headquarters Squadron,
46th, 47th and 48th Bombardment Squadrons,
6th Reconnaissance Squadron,
31st Air Base Group, and weather, communication and other aviation personnel, and necessary special troops.

More than 2,800 officers and men will comprise the garrison.

Construction contemplated at the Airports above mentioned is set forth below, as follows:

Boise, Idaho

36 enlisted men's barracks, 9 day rooms, 7 buildings for bachelor officers' quarters, 6 enlisted men's mess buildings, 2 officers' mess buildings, 7 administration buildings, 9 supply rooms (organization), 2 Q.M. Warehouses, 6 operations buildings, 5 storage buildings, 11 magazines, one each fire station, guard house, hospital, infirmary, Flight Surgeon's Unit, post exchange, QM gasoline storage facility, QM motor repair shop, recreation building, telephone building, theatre, AC gasoline and oil storage facility, Link Trainer building, parachute building, school building, AC shop (hangar), radio station building, control tower, AC warehouse, Ordnance and Signal warehouse and necessary utilities.

Charlotte, N.C.

28 enlisted men's barracks, 7 day rooms, 5 enlisted men's mess buildings, 5 buildings for bachelor officers' quarters, 7 supply rooms (organization), 6 administration buildings, 2 QM warehouses, 5 operations buildings, 4 magazines, 2 warehouses, one each officers' mess building, fire station, guard house, hospital, infirmary, post exchange, QM gasoline storage, QM motor repair shop, QM utility shop, recreation building, telephone building, theatre, AC gasoline and oil storage, Link Trainer building, parachute building, school building, AC shop (hangar),

radio station, AC motor repair shop and necessary utilities.

Bangor, Maine

36 enlisted men's barracks, 9 day rooms, 6 enlisted men's mess buildings, 5 buildings for bachelor officers' quarters, 7 administration buildings, 9 supply rooms (organization), 3 QM warehouses, 6 operations buildings, 5 storage buildings, one each officers' mess building, fire station, guard house, hospital, infirmary, Flight Surgeon's Unit, Post Exchange, QM gasoline storage, QM motor repair shop, recreation building, telephone and telegraph building, theatre, AC gasoline and oil storage building, Link Trainer building, parachute building, school building, AC shop (hangar), radio station building, control tower, and necessary utilities.

Tucson, Arizona

41 enlisted men's barracks, 10 day rooms, 8 enlisted men's mess buildings, 7 buildings for bachelor officers' quarters, 2 officers' mess buildings, 10 supply rooms (organization), 9 administration buildings, 2 QM warehouses, 6 operations buildings, 5 storage buildings, one each fire station, guard house, hospital, infirmary, post exchange, QM gasoline storage, QM motor repair shop, QM utility shop, recreation building, telephone and telegraph building, theatre, AC gasoline and oil storage, Link Trainer building, parachute building, school building, AC shop (hangar), Ordnance and Signal warehouse, motor repair shop, night lighting, sewage disposal and other necessary utilities.

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"COMING BACK FAST"

After several months of "Sweating," Staff Sergeant Jordan J. Lee, Chief Operator of Post Communications at Randolph Field, Texas, tucked his Discharge into an overloaded suitcase and "took off" for a Civil Service job with the C. A. A. He was to report at Anton Chico, New Mexico, for duty, but shortly after leaving, orders came changing his assignment to Sulphur Springs, Texas. After some difficulty, he was contacted and put upon the proper course.

Several days later, the following telegram was received from "Mr." J. J. Lee:

"ROOM AND BOARD \$40.00, LAUNDRY, \$8.00, INS. \$4.00, MUDDY ROADS AND NO RADIO STATION." -- COMING BACK FAST.

Signed: Jordan J. Lee.

Staff Sergeant Lee is now back on the job.

A QUESTION OF MESS FACILITIES

By the Chanute Field Correspondent

In the November 15th issue of the Air Corps News Letter, the Chanute Field Correspondent noted the mess-hall story written by the Hickam Field Correspondent.

Undoubtedly, they have a fine establishment there, but we of Chanute Field are inclined to think that "if you haven't seen the mess facilities at this station, you ain't seen nothing!"

Now this is a strong statement to make; however, so firm are we in our convictions that we cannot but regard Hickam Field's boast as a challenge. No longer will we hide our light under a bushel; we present this article to prove that the efforts of Major Edgar T. Noyes, Mess Officer, and his staff, would make the Hickam place look like a corner lunch-stand!

First, let's contrast feeding 11,000 men (Chanute Field) against that of feeding 2,800 men. At present, this station has two mess-halls, each feeding approximately half of the men, at the rate of 60 men per minute and accomplishing this gigantic task in less than two hours!

An average Sunday dinner, when a large portion of the men are not eating at Chanute Field, would tip the scales at better than seven tons, if weighed prior to serving. In place of the "mere ton of meat," mentioned in the article referred to, the butchery staff feels fortunate, indeed, if called upon to prepare less than two tons of beef (or what have you) for a single dinner! And 1,500 pies, prepared by our own bakery, are usually served, too.

Instead of the 750 quarts of milk, (Hickam's quota for a single meal; just imagine!), about 4,150 quarts of milk are used for supper each night. What's more, the men are receiving a quart of milk per day.

The General Mess at Chanute Field was established as such in the early twenties, and up until the spring of 1939 was messing a total of anywhere from 500 to 1,000 men. Plate service had been the method used. An old, shabby wooden World War I hangar with a lean-to on each side served for the dining hall, the kitchen and service rooms. In the spring of 1939, and because of the prospective increase in the strength of command, the mess was converted to cafeteria-style, with two steam tables and serving counters, both of local manufacture, made out of salvaged aluminum which had been found unfit for airplane use. From this meager beginning the principle of rapid feeding was evolved. By the fall of 1939, the General Mess

had been expanded to a six-line cafeteria, the length of the building and lean-to's increased to 240 feet. Items of mess equipment for the mass preparation of food were introduced into the kitchen. Many problems not found in the company-size mess were encountered, met, and solved. These problems are too extensive to dwell on at any length here. The Major told us that he plans to cover it all in a book some day!

Suffice it to say that the key-note problem was one of organization. This was solved by organizing the Mess into three sections: (1) Administrative (Personnel) Section; (2) Messing Section; (3) Mess Supply Section, with commissioned and noncommissioned staff over each section.

The system of feeding and the organization so progressed that by September 21st of this year the Old Mess, as we know it now, with only 840 seats, reached a peak of satisfactorily feeding 8600 men each meal in slightly more than two hours. Loyal cooperation, support, and the enthusiasm of everybody concerned had made such a thing possible.

On September 21st, the New Mess, seating 1,200 men at one time, was opened in the new permanent barracks. Many changes in original design and equipment, based upon the recommendation and experience of the Mess Officer and others who were constantly studying the problems, had been incorporated into the physical layout of the dining hall and the kitchen of the new Mess. These changes were the result of the day-to-day experience obtained in the expansion and operation of the Old Mess. Also within the New Mess building, a bakery having two large ovens and all auxiliary equipment for making bread was installed. The capacity of the bakery, as designed, was only for the number of personnel, 2250, to occupy the permanent barracks. As operated at present, this limited capacity requires that white bread be purchased and the bakery used to bake rye, raisin and wheat bread and the pastries only. Both a pie machine, such as the one at Hickam Field, and a doughnut machine are badly needed. The bakery is operated by the General Mess Supply Section.

The two messes (Old and New) were then incorporated into one General Mess, the ration strength of each mess as of this date being: For the New Mess approximately 7,000 men, and for the Old Mess approximately 4,000 men.

Many innovations have been incorporated. For instance, two School Mess Squadrons, with an authorized strength of 200 men each, with appropriate grades and ratings, have been constituted to

administer the permanent mess personnel. Daily details from organizations eating in the Mess in the ratio of one daily to each two permanent men are assigned to each Mess. All of the Administration and Supply for both Messes are centralized under the General Mess Officer with three assistant officers, one of these for the mess administration and two for mess supply.

In addition, the Mess Administrative Officer is also the Commanding Officer of one of the mess squadrons, and the Mess Supply Officer is Commanding Officer of the other mess squadron. One additional officer is assigned to each mess. This latter officer, the noncommissioned officers and all mess personnel are relieved of all supply and overhead administrative matters, and are thereby able to devote themselves exclusively to the operation of the Mess proper.

The General Mess Steward, whose function is that of menu planning and preparation, is solely responsible to the General Mess Officer. He, too, is relieved of all personnel and supply matters, except to plan quantities and delivery dates on all meat, fish and dairy products. He informs Supply of his menu requirements.

Menus are common for each Mess, and copies of the menu, which also show quantities of items to be prepared and served, are furnished the Mess Supply for issue purposes.

The method of accounting is so developed that the exact standing of the Mess is instantly available to the Mess Officer at all times.

Two additional large messes are now under construction at Chanute Field and are expected to be ready by March 15, 1941. Each of them will be 325 feet long, with ten serving lines, and will be capable of feeding a capacity of 9,000 men each. Thus, with all four messes in operation, approximately 30,000 men can be satisfactorily fed at Chanute Field. These new messes will seat 1500 men each at one time. They will be equipped with the latest and most modern type of kitchens, serving and dining hall equipment. Their design and planning were the result of intensive study of the needs for the efficient operation of large messes.

When placed in operation, these two new messes will also be incorporated into the General Mess. Menus will then be common for all four messes. The tremendous advantages in the economy of supply and of operating personnel are self evident. Another advantage, and by no means the least, is that the quantity and quality of food which may be served for like value of the ration is

considerably higher than in the company-size mess. The economy of the permanent operating personnel is worthy of note, only three percent of the total personnel fed being required for the operation of the 10,000-man mess, as against a much higher percentage for the company-sized mess.

Some idea of the supply problem may be gained when it is realized that approximately nine pounds of food containers, etc., must be handled and accounted for daily for each man fed. This is approximately equal to 45 tons, or two freight car loads, daily at present.

We were particularly anxious to ascertain the outstanding characteristic of the large cafeteria mess. This we discovered to be its flexibility. A glance at the schedules for feeding thoroughly convinced us of this. With two shifts of classes in the School, the feeding is virtually continuous from 5:00 a.m. to 8:30 p.m. daily on all week days except Saturdays.

Another innovation in the Chanute Field General Mess might be of general interest, this being, the system used for encouraging and receiving ideas, suggestions and complaints regarding the mess. All personnel are encouraged to make constructive written ideas, suggestions, and complaints, signing them or not, as they see fit. These are confidential and, where practical, are incorporated into the operation of the Mess.

While we acknowledge that Hickam Field has the largest mess hall in the Hawaiian Islands, we ask you, how could they even remotely approach being "probably the largest in Uncle Sam's far reaching domain" when there is Chanute Field to reckon with?

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FILMING OF "WINGS OF STEEL."

The Air Corps Training Detachment at Cal-Aero Academy, Ontario, Calif., was temporarily turned into a motion picture studio. The filming of "Wings of Steel," a Warner Brothers Technicolor production, written around the primary training of four Flying Cadets, is being entirely produced at the Detachment.

A troop of 75 actors and technicians, under the supervision of Director D. Reeves Eason, are connected with this production.

Joe E. Brown, who is also under contract with Warner Brothers and whose son is a cadet at Cal-Aero, has been visiting the Detachment during the filming of the picture, although he does not appear in it.

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High Altitude and Its Effect on the Human Body. I[§]

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The Mayo Clinic

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SUMMARY

This paper is a report of the experimental data, mainly physiologic, concerning high altitude flying (up to 40,000 feet) obtained during the last two years in the Laboratory for Research in Aviation Medicine of the Section on Metabolic Research of the Mayo Clinic. The work has centered in the main around two subjects (1) anoxia (insufficient oxygen) caused by low barometric pressure and practical methods of its prevention, and (2) the dangers of aeroembolism and methods of avoiding the same. Training methods for aviation personnel in these subjects, and the necessity therefore, have been mentioned briefly.

During the last five years, as the growth of aviation has been more and more rapid, physiologic and medical problems have developed, which are definitely dependent on and associated with the fact that man is no longer limited to the land and sea and that the military aviator soars in the air to a height of $7\frac{1}{2}$ miles; he now goes higher and goes longer distances at greater speed than any other living creature. Medical science, therefore, was confronted with innumerable new physiologic and medical problems and, as a result, two and a half years ago the Board of Governors of the Mayo Clinic in conjunction with the Mayo Foundation, University of Minnesota, established the laboratory for Research in Aviation Medicine as part of the Section on Metabolic Research of the Mayo Clinic. In this paper the authors present the results of their investigations with the hope that they will prove of assistance in maintaining aviators, as human machines, functioning normally up to 35,000 feet and with little departure from normality up to 40,000 feet.

Necessity for a Normal Supply of Oxygen to Prevent Altitude Sickness

To keep the human machine working normally it must have an adequate and normal supply of oxygen delivered at an essentially normal partial pressure. The effect of a decreasing pressure of oxygen on the human body is well illustrated in Figs. 1a to f by photographs taken of a burning candle at barometric pressures corresponding to those at elevations of 1000, 5000, 10,000, 15,000, 20,000, and 25,000 feet. Obviously there is a marked decrease in the size and brilliance of the flame at increasing altitudes. Not only does the brilliance become less with increasing altitude, but the flame itself becomes much weaker and therefore in greater danger of being blown out. This corresponds to the weakness of

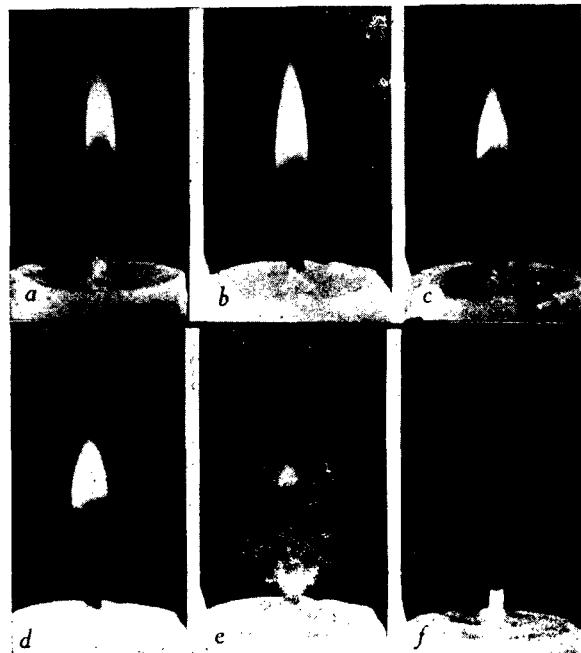


FIG. 1. Effect of decreasing barometric pressure on the brilliance and strength of the flame of a burning candle at elevations corresponding to: a, 1000; b, 5000; c, 10,000; d, 15,000; e, 20,000; and f, 25,000 feet, respectively. With ascending elevations note decrease in both the brilliance and strength of the flame; at 25,000 feet (f) the flame is just able to burn, and went out before the barometric pressure was decreased to that corresponding to 26,000 feet.

the human flame and the danger of sudden collapse at altitudes in the region of 20,000 feet.

It is absolutely necessary, therefore, to maintain a normal supply or partial pressure of oxygen in the lungs because the energy which runs the brain as well as the moving parts of this human machine is activated entirely by the burning or combustion of food by the oxygen carried by the blood stream to every cell of the body; therefore each cell, even those in the more distant parts of the body, must receive its regular supply of oxygen, and, what is more, the oxygen must be delivered to these cells essentially at the normal oxygen pressure. Unfortunately it is not sufficiently well realized that the effect produced by a decrease in the partial pressure of oxygen in the human body is a function of both time and intensity. This point is illustrated by two examples:

(1) At 28,800 feet the barometric pressure is 238.1 mm., of which approximately 21 per cent or 50 mm. represents the partial pressure of oxygen in the outside air - i.e., the air to be inspired. In the lungs, however, the air will contain 47 mm. of water

* Gases are effective in the body, as in other chemical reactions, according to the gas pressure which they exert. When more than one gas is present, its fraction of the total pressure is referred to as its partial pressure. At all altitudes the air contains in round numbers 21 per cent oxygen, 78 per cent nitrogen, and 1 per cent of rare inert gases of which the chief is argon. It contains only traces of carbon dioxide, 0.03 per cent, which is the gas exhaled by the body as a result of combustion of food.

vapor and 40 mm. of carbon dioxide as a result of absorption of 40 mm. of oxygen at an R.Q.* of 1.0 for utilization by the cells in combustion and (assuming no acclimatization or temporary compensation by increased respiration) the partial pressure of oxygen in the lungs, therefore, would theoretically be zero, calculated according to the formula which is given below. Of course, without previous acclimatization and training in how to breathe, the subject could live only a few minutes, even by excessive breathing.

(2) At 20,000 feet the barometric pressure is 349.1 mm. of which approximately 21 per cent or 73 mm. is the partial pressure of oxygen in the inspired air. In the lungs, provided the body had no means of compensating temporarily by breathing more deeply, the partial pressure of oxygen would be only about 23 mm. calculated according to the formula which is given shortly. However, as shown by experiments in a low pressure chamber (Fig. 2), the body can compensate for a brief period by excessive breathing, and the oxygen can be raised to approximately 36 mm. (Fig. 3). The



FIG. 2. A medium-sized low pressure chamber for research and training. It will hold six persons comfortably or three when one is lying down. The physiologic investigations at high altitudes reported in this paper were carried out in this chamber.

time element comes in at this point because one cannot compensate by increased breathing to this degree for more than fifteen to thirty minutes without development of fatigue and acapnia** with danger of cessation of respiration followed by death. Toward the end of the experiment the alveolar carbon dioxide, as shown by curve B (Fig. 3), is falling fast; this change indicates that the danger of acapnia is near.

The length of time an aviator can withstand anoxemia varies somewhat among normal individuals, and in the past the selection of aviators has been largely based on their ability to withstand anoxemia or lack of oxygen. Of course, an aviator in good condition can with-

* R.Q. = Respiratory quotient which is the ratio between the volume of carbon dioxide expired and the volume of oxygen inspired. The R.Q. varies, fundamentally, with the proportion of each type of food being burnt, fat having an R.Q. of 0.71, protein of 0.80, and carbohydrate of 1.00; however, for short periods of time, factors other than food may influence the observed R.Q.

** Acapnia is a condition of diminished carbon dioxide in the blood and is produced by hyperventilation (excessively deep and fast breathing). As carbon dioxide is one of the most important respiratory stimulants, normal automatic breathing is likely to stop suddenly if too much carbon dioxide is washed out of the blood.

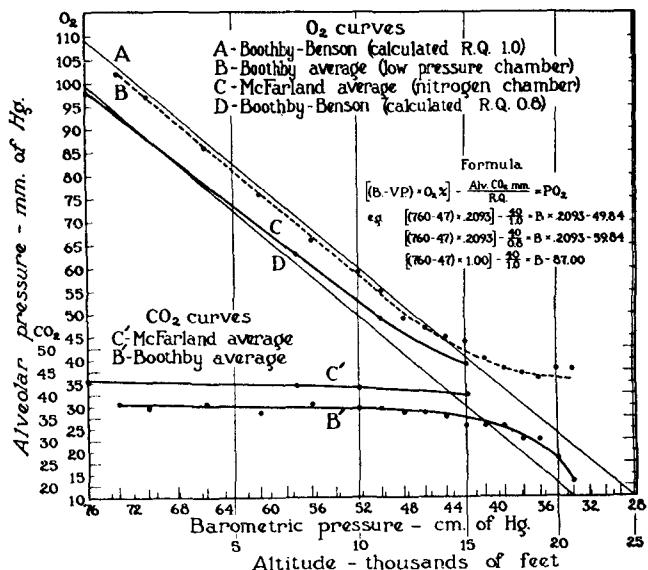


FIG. 3. Alveolar oxygen and carbon dioxide pressures at various altitudes while breathing air.

stand the anoxemia caused by the low oxygen pressure found at 15,000 feet much longer (more than an hour) than at 20,000 feet (less than half an hour). The critical threshold for death of a normal unacclimatized man is between 20,000 and 23,000 feet. In fact, above 10,000 feet every increase in elevation amounting to 1000 feet shortens immeasurably the length of time the aviator can safely maintain his altitude. However the "ceiling" of most aviators in good condition does not vary more than a few thousand feet, and as the need for staying long periods of time at high altitudes today is greater than formerly there is little or no point in making the selection on this basis. It is far better, as will be pointed out in many places in this paper, to prevent anoxemia and never to subject the aviator to low concentrations of oxygen.

Fig. 3 shows how the partial pressure of oxygen in the alveolar air, i.e., in the depths of the lungs, varies as the aviator ascends.

The theoretical partial pressure of oxygen in the alveoli of the lungs can be calculated by the formula:

$$(O_2)_p = [(B - V.P.) \times O_2] - (CO_2)_a / R.Q.$$

where $(O_2)_p$ = pressure of oxygen in alveoli of lungs
V.P. = vapor pressure saturation at body temperature ($37^{\circ}\text{C}.$) = 47 mm.

B = barometric pressure

O_2 = relative concentration of oxygen in air = 0.21 or, more exactly, 0.2093

$(CO_2)_a$ = average pressure of carbon dioxide in alveoli of lungs = 40 mm.

R.Q. = respiratory quotient

and where all pressure values are expressed in millimeters of mercury.

Example: Breathing air with R.Q. of 1.0 at sea level

$$(O_2)_p = [(760 - 47) \times 0.21] - 40/1.0 = 109$$

In Fig. 3, curve A represents the theoretical curve whenever the subject is burning nothing but carbohydrate (R.Q. = 1.0) as happens for a short time after

eating considerable amounts of sugar or candy, and curve D represents the theoretical curve for a respiratory quotient of 0.8 when he is burning more fat (R.Q. 0.7) than carbohydrate. More oxygen is needed to oxidize to carbon dioxide and water a substance like a fat such as tripalmitin, ($C_{51}H_{98}O_6$), than a substance like carbohydrate (sugar) ($C_6H_{12}O_6$), because the former must have extra oxygen to unite not only with the carbon to form carbon dioxide, but also with the hydrogen to form water. Body reserves of carbohydrates are small as compared with normal reserves of fat; therefore, within an hour after eating, the R.Q. starts to approach that of fat and at the end of 12 hours will usually be around 0.8. Incidentally, these curves suggest that a high carbohydrate diet may add 1000 or 2000 feet to an aviator's ceiling; therefore, the possible advantages of supplying pilots and commercial airplane passengers with candy (hard candy or chocolate bars) as well as with gum should be considered.

The observations shown in curve B, Fig. 3, were carried out shortly after breakfast, at a time when the R.Q. would, on the average, fall between 0.9 and 1.0. This is to be contrasted with the results obtained by McFarland¹ and his associates, which are shown in curve C. His experiments were carried out under basal conditions; that is, without breakfast, and at least twelve hours after eating. Therefore the R.Q. of his subjects would average close to 0.8, and his results, curve C, were definitely lower than those given here (curve B) and were in close agreement with the theoretical curve D calculated for an R.Q. of 0.8. The possible influence of three other factors, however, must be considered in attempting to interpret the slight difference in level between the authors' data and those obtained by McFarland. One of these factors is that his experiments were carried out in Boston, at sea level, while those reported here were carried out on subjects acclimatized to an elevation of 1000 feet; a second factor, the influence of which has not yet been determined, is that McFarland used high nitrogen and low oxygen mixtures to simulate altitudes whereas the author's experiments were actually carried out in a low pressure chamber; a third factor, which possibly accounts for evidence in his curve of a compensatory factor beginning at a lower level than in the author's experiments is that apparently his subjects were "taken up" more slowly and that the time factor or a more prolonged exposure to an increased elevation played a role in producing an earlier recognizable compensation by increased rate and depth of respiration. The very fact that the uncompensated curve for R.Q. of 0.8 is lower may stimulate an earlier attempt at compensation and as the direction of the compensating curves in both experiments indicate, the final compensated partial oxygen pressure may be within practical limits identical for any R.Q.

It is important to note in Fig. 3 that the averages of the determination of the alveolar oxygen at ascending altitudes made in the low pressure chamber, curve B, correspond very closely to the theoretical curve A up to about 12,000 feet. Above this elevation the partial pressure of oxygen in the alveoli becomes increasingly higher than the theoretical curve; the latter is based on the assumption that the body does not compensate. However, the fact that there is a corresponding decrease in the alveolar carbon dioxide pressure, Curve B', indicates that the body actually is able to compensate to a certain limited degree by hyperventilation. A similar tendency for the body to compensate is evident in the carbon dioxide curve

in McFarland's data as shown by Curve C'.

However, while the possible significance of the slight differences between the experimental data given here and those of McFarland have been stressed, it is important that the main facts brought out by the two series of experiments be not obscured; namely, (1) that both positively indicate a progressive and essentially similar decrease in alveolar oxygen pressure with ascending altitude; (2) that this relationship of barometric pressure to alveolar oxygen pressure is linear up to about 12,000 feet and that above this elevation physiologic compensation is evident. However, as both series of experiments were carried out with meticulous care under their respective conditions, it is, for the present at least, permissible to draw attention to the possible significance of the dissimilarity in the data from the two laboratories, especially as the magnitude of the divergence referred to seems to be in accord with theory, dependent on the differences in conditions.

The average alveolar oxygen pressure in the lungs can be increased definitely by slow deep breathing, as shown in Fig. 4 and the aviator's "ceiling" increased temporarily by as much as 1000 or 2000 feet. It must

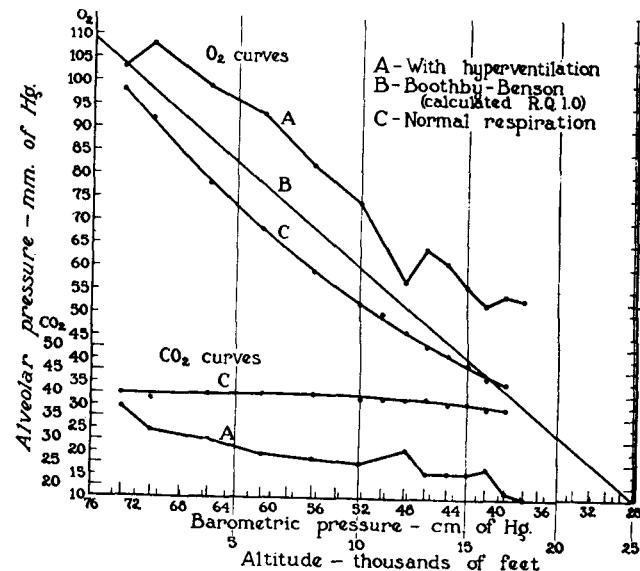


FIG. 4. The effects of slow deep breathing of air as opposed to normal breathing on alveolar oxygen and carbon dioxide pressures at various altitudes.

be observed, however, that the alveolar oxygen increases and alveolar carbon decreases with deeper respiration. The decrease in carbon dioxide is dangerous because through its effect on the hydrogen-ion concentration of the blood it is a direct respiratory stimulant and is the chief factor in rendering breathing automatic. When the alveolar carbon dioxide is decreased, if the aviator is absorbed in fighting he may forget to breathe voluntarily and become unconscious from lack of oxygen before there is an automatic stimulation of respiration by reaccumulation of carbon dioxide.

Flying at or above 15,000 feet for any considerable time causes fatigue - more fatigue, increasing both with an increase in elevation and with an increase in length of time, than results from correspondingly severe mental and physical work at sea level. Even, as shown by Armstrong,² an altitude corresponding to 12,000 feet in a low pressure chamber, where there is no sense of fear or excitement, for several hours

daily for several weeks causes subjects to become nervous and irritable. While aviators are well aware of the fact that an altitude of 18,000 feet and especially 20,000 feet causes rapid development of fatigue, for this fatigue becomes obvious even after a single comparatively short flight, they are, unfortunately, less aware of the ill effects which develop more slowly and more insidiously at 12,000 and 15,000 feet. However, that is why pilots are permitted to fly only a certain small number of hours each month - many fewer hours than workers in other fields of equal responsibility are accustomed to perform with safety to all concerned. These short hours were established before facilities for administering oxygen efficiently were available, in an attempt to avoid the mental fatigue and exhaustion produced by lack of adequate oxygen pressure in the lungs and therefore in the brain and muscles that have caused some accidents commonly attributed to "pilot error." These accidents cannot any longer be considered solely pilot error but if they occur must now be blamed either to the lack of proper oxygen inhalation equipment and an adequate supply of oxygen for the use of the pilot and crew or to the reluctance^{*} of crews through lack of proper training to use such equipment if available. The failure to use oxygen when flying above 10,000 feet may well shorten the active flying life of an aviator and may ground him many years earlier than would be necessary provided that (1) he always had an adequate supply of oxygen available, and (2) he always properly used such equipment.

Pilots and crews should not ascend to heights in excess of 15,000 feet (or in excess of 10,000 feet for more than short periods) without adequate oxygen equipment to maintain a normal pressure of oxygen in the lungs. It is now possible to ascend to 33,000 feet with proper equipment and training and to have an absolutely normal oxygen pressure in the lungs, brain and muscles. By the use of appropriate oxygen inhalation apparatus the rates of oxygen flow required are reasonable from the point of view of aviation economy. However, 30,000 feet is about the upper practical limit physiologically speaking for commercial aviation because of the danger of rapidly developing unconsciousness if the aviator should remove the oxygen mask. An elevation of 40,000 feet is the upper practicable limit that can be attempted in military aviation even with the aid of the inhalation of absolutely pure oxygen, perfect equipment, and advanced training, because at altitudes above 33,000 feet the sum of the partial pressures of oxygen, carbon dioxide, and water vapor becomes the total pressure in the lungs and progressively and rapidly decreases below normal even if no air with its high (80 per cent) nitrogen content is permitted to leak in. Although the partial pressure of oxygen in the alveoli at an altitude of 40,000 feet, when pure oxygen is being breathed, corresponds to that at 11,000 feet when air is breathed, yet the altitude of 41,000 feet and especially of 42,000 feet is extremely dangerous as can be seen from the steepness of curve B (Fig. 5) because there is no leeway or margin of safety, and collapse and unconsciousness would develop rapidly at an elevation of 43,000 feet or even at 41,000 feet if a trace of air leaked in. Therefore to go to elevations in excess of 40,000 feet oxygen must be administered under positive pressure by means of a pressure suit. For the safety of all concerned no aviator at any time, whether as a pilot or as an observer, should exceed 15,000 feet without adequate oxygen

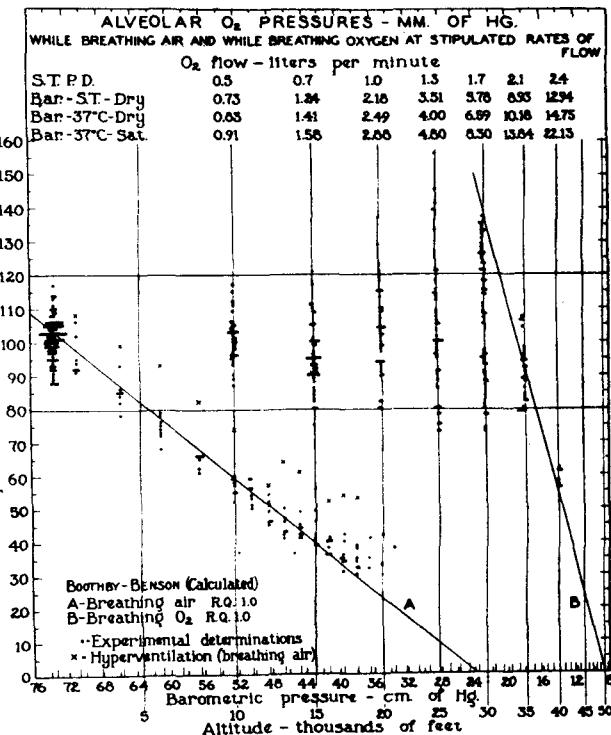


FIG. 5. Alveolar oxygen pressures. Series around curve A were obtained while breathing air. Series running horizontally were obtained while breathing oxygen at the rates of flow indicated at top of chart.

equipment and training.

Methods of Preventing Anoxia (Oxygen Insufficiency)

There are three different principles on which methods of compensating for the decrease in partial pressure of oxygen at high altitudes may be based: (1) the supercharged cabin using air under pressure, (2) the closed circuit oxygen system, and (3) the open circuit oxygen system.

Supercharged Cabin. Supercharged cabins in which the air pressure inside is increased to 1 or more pounds per square inch above the external atmospheric pressure are, of course, ideal from all points of view for long distance land and transoceanic commercial flying. Such planes have been developed and proved commercially practical. Whether or not the extra construction weight (with loss of pay load) as well as increased cost of construction and maintenance can be reduced so that this method can be extensively used on small types of aircraft remains to be seen.

Closed Circuit System. The most economical principle for the administration of oxygen is, of course, the closed circuit system. By such a system is meant a closed, circuitous pipe line approximately 1 inch inside diameter, with an expansible chamber or bag of a capacity of not less than 5 liters for a single individual although this ratio would not have to be maintained for multiple units; a container for soda lime or similar substance for absorbing carbon dioxide; a circulating pump if the system is multiple, or a properly placed inspiratory-expiratory valve when the system is constructed for use by only one individual; and an absolutely airtight face mask. Large reducing valves and automatic controls must be furnished to regulate the supply of oxygen. Both in the laboratory and level flying, this type of appa-

* It is hoped that shortly not only the aviation companies but the various government authorities concerned will issue definite rules and regulations concerning the use of oxygen by pilots and crews.

ratus is particularly economical, as theoretically the total amount of oxygen needed should not exceed the amount of oxygen each individual actually burns, which is approximately 0.25 liter at standard temperature and pressure dry (S.T.P.D.) per minute for a pilot who is relatively inactive up to 0.7 liter (S.T.P.D.) per minute for an active member of the crew working or moving about in the plane.

The practical objection to the closed circuit system is that air can easily leak into the system around the mask or many other places causing a dangerous accumulation of nitrogen. For this reason the method is not used in commercial aviation and also has proved too dangerous for extensive military use. Furthermore, the economy in the use of oxygen is not as great in aviation as one would at first suspect from theory because of losses occurring during rapidly alternating ascent and descent. During descent the oxygen in the system will be compressed and the volume decreased, thus automatically activating the oxygen supply valves. On the following ascent, the oxygen would expand with the decrease in barometric pressure, and the oxygen would be lost through the escape or pressure safety valves. Rapid alternation of such procedure would be very wasteful of the oxygen reserves.

Open Circuit Apparatus. The other type of apparatus is known in the physiologic laboratories as an "open circuit apparatus;" that is, the air is inspired with the addition of an appropriate amount of oxygen and then expired directly into the surrounding air with only a very small, incidental amount of rebreathing. In the open circuit type of apparatus no attempt is made to remove the carbon dioxide so that no more than a very small amount of the expired air with its enriched oxygen content can be used again.

However, such a system, to be economically of practical value in aviation or in clinical medicine for administration of oxygen, must contain a reservoir bag, in order to collect, save and have ready for use on the next inspiration, the oxygen that has been flowing from the tank during expiration. As the major part of the inspiratory phase of respiration is only from a third to a fifth of the respiratory cycle, it is obvious that unless such provision is made, only a third to a fifth of the oxygen supplied can be utilized. We wish to emphasize this point because many wonder about the necessity of a reservoir bag. Failure to use more than a third to a fifth of the oxygen flow is one of the many reasons why the old-fashioned "pipestem" method was so inefficient and is now little used.

However, to prevent the accumulation of an excessive and unbearable amount of carbon dioxide in such a reservoir bag, one must use either a small bag with a capacity somewhat less than an average normal expiration (450 c.c.) or else prevent, by other rather complicated means, the expired air from entering a larger bag. This reservoir bag is preferably placed close to the mask. However, it can be placed at the end of a long corrugated rubber tube (1 inch in diameter) provided (1) that the bag does not exceed a capacity of 450 c.c., (2) that the fresh oxygen intake is led directly into the bag, and (3) that the automatic sponge rubber air regulator or expiratory valve is close to the mask. For most purposes, both in aviation and in therapy, it is preferable to have the bag attached directly to the mask.

B.L.B. Oxygen Inhalation Apparatus

As the original apparatus designed by Boothby, Lovelace, and Bulbulian^{3,4,5,7,9} has been described elsewhere in detail, only the recent improvements will be mentioned here.⁹ The chief of these is that a sponge rubber, automatic air regulator has been substituted for the rather complicated metal connecting-regulating de-

vise. At low altitudes mixtures of air and oxygen are used; at altitudes of more than 30,000 feet practically nothing but pure oxygen from the tank is used. By a proper setting of the oxygen flow the amount of additional air required is supplied automatically through the sponge rubber disc. The sponge rubber disc causes just sufficient resistance so that no appreciable air enters the bag on inspiration until the reservoir bag is completely collapsed; conversely no appreciable amount of air passes out through the sponge rubber disc until the reservoir bag is completely distended. After the bag is extended or distended completely the air passes through the sponge rubber disc with scarcely noticeable resistance.

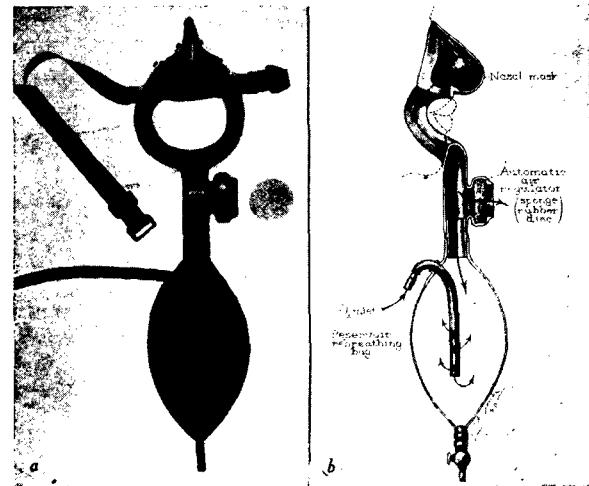


FIG. 6. Nasal type of B.L.B. oxygen inhalation apparatus for commercial aviation and for oxygen therapy; a, mask and bag; b, diagram showing direction of air current during breathing.

The nasal type of mask (Fig. 6a and b) with the mouth free for talking or eating is preferable for use on commercial airlines both for crew and passengers as the elevations to which they go rarely exceed 15,000 feet and at the most 20,000 feet.

For military aviation, the oronasal type of mask (Fig. 7) is preferable for two reasons: First, during the excitement of combat the flyer might need to breathe through his mouth, and second, he would often go to much greater altitudes (35,000 to 40,000 feet). In order to be able to use the radio microphone efficiently, a little turret was constructed directly opposite the mouth to hold the sponge rubber disc and against which the microphone may be closely applied. There is little or no interference with the transmission of sound waves if the sponge rubber automatic air regulator is placed in a specially constructed groove at the outer end of the turret; in fact at high altitudes increased efficiency is obtained in part by exclusion of extraneous noise. Furthermore, this is an ideal situation for the sponge rubber disc because it is so close to the mouth that a greater part of the expired air with its moisture content will pass out through the sponge rubber without freezing even if the temperature is very low. In fact, tests have shown that not enough moisture will accumulate and freeze to render the apparatus inefficient in an hour even if the temperature is as low as -30°C. (-22°F.). This time can be prolonged by squeezing the turret and reservoir bag to "de-ice" them or break up any ice that may be collecting. In the military model, arctic rubber is used which will

not become stiff for at least an hour at -40°C. (-40°F.); it is absolutely essential, of course, that the reservoir bag be made of rubber which maintains its flexibility at low temperatures.



FIG. 7. Oronasal type of B.L.B. oxygen inhalation apparatus especially designed for military use at very high altitudes.

Oxygen Requirement with Aviator Inactive and Active

In Fig. 5 two complete series of experiments are shown. The first series of data, which run downward to the right along curve A (which is the same as curve A in Fig. 3), represent the individual determinations composing the averages from which curve B, Fig. 3, was constructed, the significance of which has already been fully discussed. The second series of data (running horizontally) was obtained from the study of several subjects in the low pressure chamber at various altitudes when wearing the B.L.B. oxygen inhalation apparatus and when the rates of flow of oxygen supplied were as indicated at the top of the chart. These rates of flow are expressed (1) at S.T.P.D. (760 mm. 0°C. dry), (2) at the existing barometric pressure and 0°C., dry, (3) at existing barometric pressure and body temperature, dry, and (4) at the actual condition of the air as it is in the lungs at the existing barometric pressure (altitude) and saturated with moisture at the body temperature of 37°C. (98.6°F.).

The first method of expressing volume at S.T.P.D. is of particular value to the supply officer in order that he may readily calculate the amount of oxygen he must supply for a trip of given duration and at a given altitude; it also permits calculations of the amount which may be needed during possible variations of the original schedule. The fourth method is of physiologic interest in that it gives the volume that would be occupied by the oxygen in the lungs where it would be saturated with 47 mm. water vapor corresponding on the average to a body temperature of 37°C. (98.6°F.). The second and third methods of expression are given in order to show the magnitude of each factor that influences the volume of oxygen at different altitudes.

The experimental data show that the amounts of oxygen recommended by the authors are sufficient to maintain an essentially normal concentration of alveolar oxygen (between 80 and 120 mm.) for all elevations up to and including 35,000 feet, when the aviator is sitting and

doing work comparable to operating a plane under normal air conditions. The experiments that show rather high results probably would be obtained in actual flight when running on the automatic pilot and the lower results, when the pilot is actually maneuvering the plane. Theoretically, when inhaling pure oxygen the aviator should have a normal alveolar oxygen pressure at 33,000 feet; the data show on the average that this is true and even up to 35,000 feet in no single experiment is the alveolar oxygen pressure below what it would be at 8000 feet without oxygen.

The data for 40,000 feet show that the alveolar oxygen pressure, in the few determinations there was opportunity to make, corresponds to an alveolar oxygen that would be obtained from a pilot breathing air without an additional supply of oxygen at 11,000 feet. In fact, the data are even slightly above the line representing the theoretical value for breathing pure oxygen. This is due to the fact that the subjects were able to compensate by increasing the rate and depth of respiration and thus to elevate slightly the average alveolar oxygen pressure. The entire series of experiments give definite proof of the efficiency of the B.L.B. oxygen inhalation apparatus.

In Fig. 5 as well as in earlier publications the authors specified only the rates of delivery of oxygen per minute for the pilot using the B.L.B. oxygen apparatus while sitting and maneuvering his plane under ordinary conditions, because there was the basic level which had to be established first and was especially important for civil aviation. In Table 1 there are indicated under the heading "Aviator, inactive" the minimal rates of oxygen flow needed by an aviator at various altitudes using the B.L.B. oxygen apparatus while sitting and piloting his plane with a minimal amount of muscular exertion; under these conditions, an aviator of average size would be consuming about 250 to 300 c.c. (S.T.P.D.) of oxygen per minute measured at standard temperature (0°C.) and pressure (760 mm.), dry. Under the heading "Aviator, active," is given the amount of oxygen needed for a pilot under conditions of rather difficult navigation or for a machine gunner firing but not doing a great deal of lifting or moving about; these degrees of work would roughly correspond to an oxygen consumption of 400 to 500 c.c. per minute (S.T.P.D.). Under the heading, "Aviator, very active" is given the amount of oxygen needed for a pilot or machine gunner working rather strenuously. This is estimated to be between 500 and 700 c.c. per minute (S.T.P.D.); this degree of work would correspond to that of a man walking at a rate of approximately 2 miles per hour. For each value as expressed at S.T.P.D. the value to which this amount of oxygen expands in the lungs of the aviator at each altitude is also given.

As far as the authors know, no measurements of oxygen consumption have been made under these varying conditions, especially under fighting conditions. Until such measurements are available the rates of oxygen consumption on which these rates of flow are based are entirely estimated except for the minimal requirements recommended for "Aviator, inactive." In military combat, however, the aviator should "play safe" and move his supply of oxygen up to or above the flow required for the maximal altitude that would be reached during combat. Immediately after combat, the pilot and crew members would reduce the rate of oxygen flow to that corresponding to their actual elevation in order to conserve their supply for future needs.

In considering the quantity of oxygen needed by the

TABLE 1

Rates of Oxygen Flow Needed by Aviators at Various Elevations with Different Degrees of Activity when Wearing the B.L.B. Inhalation Apparatus

Actual Elevation (Thousands of Feet)	Aviator, Inactive*		Aviator, Active†		Aviator, Very Active‡	
	Set oxygen flowmeter to correspond to:					
	Actual elevation§		5000 feet above actual elevation§		8000 feet above actual elevation§	
	Liters per min.		Liters per min.		Liters per min.	
0 to 10	0.5	0.9	0.5	1.5	1.0	1.8
11 to 15	0.7	1.6	1.2	2.7	1.4	3.2
16 to 20	1.0	2.9	1.6	4.6	1.8	5.2
21 to 25	1.3	4.8	2.0	7.4	2.2	8.1
26 to 30	1.7	8.3	2.4	11.7	2.6	12.7
31 to 35	2.1	13.8	2.7	17.8	2.9	19.1
36 to 40	2.4	22.1	Dangerous	Dangerous		

* "Inactive": By this is meant that the pilot is sitting in his seat and flying the plane under ordinary atmospheric conditions.

† "Active": By this is meant as strenuous an amount of work as a pilot handling the plane in emergencies or a machine gunner actively firing.

‡ "Very active": By this is meant as strenuous an amount of work as can be performed in an airplane.

§ This setting refers to the Heidbrink type of kinetic flowmeter that has been calibrated according to the recommendations of Boothby and Lovelace. At these settings the actual amount delivered corresponds to the amount in the table. In the calibration of other types of flowmeters, these rates of flow should be conveniently indicated and calibrated for rates of flow indicated in the table by weight.

The columns under "Liters per min." headed "In body" indicate the volume of the oxygen after it has expanded to the condition in the lungs at body temperature (37°C.), saturated with moisture (47 mm.), and at the barometric pressure corresponding to actual altitude.

* S.T.P.D.: By this is meant standard temperature and pressure, dry.

body in aviation it is important to note that mental activity, fright, or excitement, as such, does not increase the oxygen requirement directly but only indirectly by increasing muscular activity or muscle tension. That is, the actual energy used in the mental processes by nerve or brain cells is not sufficiently large to be measured by the various forms of apparatus for measuring the energy transformations of man; the increased oxygen consumption sometimes observed under various conditions of excitement is due, therefore, to increased muscular activity of the nerve cells themselves.

(To be concluded in the next issue).

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RANDOLPH FIELD COMMANDER TRANSFERRED

Brigadier General John B. Brooks, Commanding Officer and later Commanding General of Randolph Field, Texas, for more than three years, relinquished his post on December 21st to Lieut. Colonel Idwal H. Edwards, former member of the General Staff Corps in Washington, D.C.

General Brooks leaves to assume command of his new post as Commanding General of the Fourth Wing at Westover Field, Chicopee Falls, Mass. Randolph Field has changed radically during his tour of duty. Late in 1937, when Lieut. Colonel Brooks assumed command, the West Point of the Air was the only primary and basic flight training school for the Air Corps.

First growing pains of the expanding Air Corps were felt at Randolph Field in the spring of 1938, when a class of more than 300 Flying Cadets arrived for primary flight instruction. During the rest of the year, classes of similar size arrived in July and also in October. Students remained at the Texas airfield for eight months receiving both their primary and basic training there.

In March of 1939, the last primary class reported for duty, and in July of that year, Randolph Field began converting its primary phase of instruction into basic. Instead of classes arriving and departing three times yearly, as had been the policy, they began moving in and out ten times annually. Primary training had been farmed out to carefully selected civil flying schools, operating under Air Corps supervision.

And today Randolph Field is nearing its production level of 4,300 Flying Cadets each year, as compared with about 300 or less during the doldrum days of 1937, when General Brooks assumed command of the "West Point of the Air."

"The present Randolph Field and its training facilities stands as a monument to the leadership and ability of its commander during the past three and a half years," the News Letter Correspondent declares.

By far the largest class of Flying Cadets ever to report to Randolph Field for basic flight training was scheduled to arrive at the Texas airfield on the last two days of the calendar year of 1940. Approximately 500 student pilots now on the list to report in a single class are tangible evidence that the Army Air Corps is rapidly moving toward its goal of 12,000 additional pilots annually.

Randolph Field's Flying Cadet population will thus increase to almost 900, just a few short of the proposed peak level of 917 men in training. Since this level was not expected to be reached until later in the year, tentative plans are being formulated for caring for an additional number of future pilots over and above the peak load.

Working on a tight flying schedule, inclement weather plays havoc with the general training program. South Texas for the past three years suffered from a severe drought. However, the present winter has brought an unusual amount of rain.

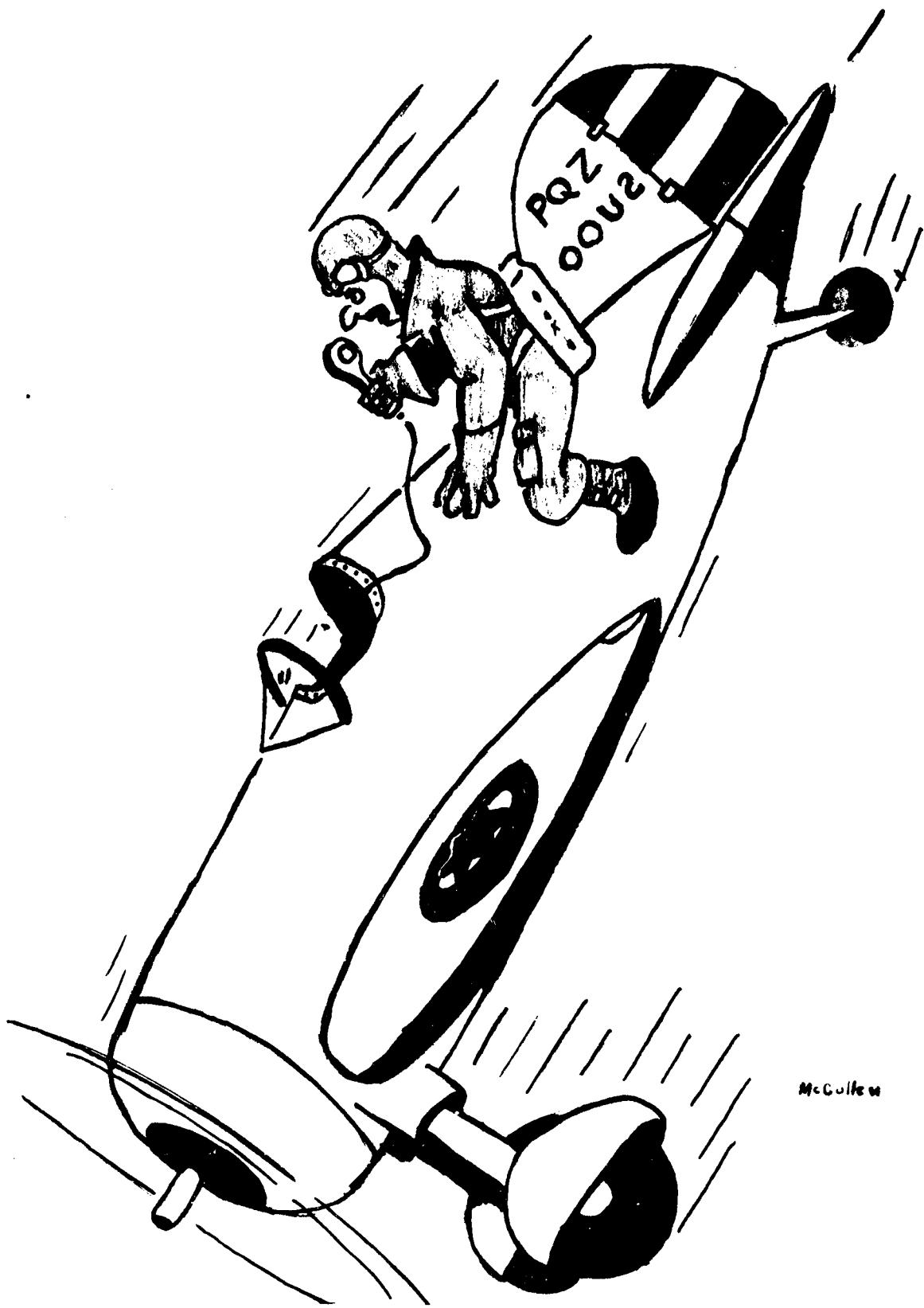
To keep within striking distance of the original flight training program, student training has been conducted off the ramps on many occasions. Latest spell of bad weather coming as the present upper class neared the end of the schedule has forced a curtailment in the holiday schedule. Three days were set aside for celebration of Christmas, December 23d, 24th and, of course, Christmas Day, and New Year's Day alone will be observed.

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D O D O D E F I N I T I O N S

As compiled by the Flying Cadet Battalion,
Randolph Field

- (1) Mixture Control - That which tells you how to correctly mix rudder and stick.
- (2) Pylon Eights - Method used by pilots to make a date with the farmer's daughter.
- (3) Chandelles - Dammit, why don't they standardize these things.
- (4) Traffic Pattern - Proper method of entering field - slightly variable.
- (5) Night Flying - Nearer My God To Thee.
- (6) Parachute - Abide With Me.
- (7) Yhoudi - The little man in the rear cockpit who kicked the rudder on your first solo spin.
- (8) Gasoline - Never missed until it's gone.
- (9) Hangar Flying - 90 percent odor and 10% solid.
- (10) Vertigo - Yhoudi's brother.
- (11) Instrument Flying - Not even ducks try it.
- (12) Clouds - Temptation.



" Lt. DUFFLE CALLING...THIS *--*%* NEW AUTOMATIC PILOT
IS SO GOOD, IT REFUSES TO LET ME TAKE THE CONTROLS ! ! "

EFFECTS OF HIGH ALTITUDES ON OIL PUMP OPERATION
By the Materiel Division Correspondent

With Air Corps pilots flying their planes at higher levels these days, the increased operation at high altitude has resulted in new engine problems to be solved.

The Power Plant Laboratory of Wright Field has just completed a series of tests growing out of reports received from several pilots, operating at high altitude, who observed a loss of engine power, accompanied by a loss of oil through the breather outlets. In all of the cases it was noted that the altitude was 25,000 feet or more.

The tests have indicated that the difficulty is that of inadequate oil scavenging, so that the various parts of the engine "load up" with oil, thereby decreasing the power output. In some cases when oil is thrown out of the breather pipes, subsequent engine failures have been reported, due to insufficient lubrication.

The Power Plant Laboratory of the Materiel Division has investigated and studied this subject quite thoroughly by conducting bench tests and multi-cylinder engine tests in an effort to solve the problem.

The bench test was performed by mounting an aircraft engine oil pump on a test stand and driving it with an electric dynamometer, using equipment for measuring oil flow through the pump. Altitude conditions were simulated by means of vacuum attachments to the pump.

This type of test is very effective in studying the operating characteristics of the pump alone. However, when the pump is installed on an engine there are restrictions to oil flow which are not encountered in a bench test. In order to reproduce actual airplane installation conditions, as far as possible, a multicylinder engine test was made.

After the engine was installed on the test stand, oil was admitted to the engine until it flowed from the breather outlets. Under these conditions the test was started, observations made, and conclusions drawn.

From these experimental tests, and observations of actual conditions in airplane installations, it was found that there was decided similarity in many instances under both conditions of observation. From these observations and tests it has been possible to conclude that the oil scavenge capacities of engines in which this difficulty occurred are not great enough and require oil scavenge pumps with greater capacities, as it has been shown that success-

ful operation of an oil pump can be had only when the minimum capacity of the scavenging side of the pump is greater than the maximum flow of the pressure side for any given speed, temperature, pressure and altitude.

Although steps have been taken to remedy the above-mentioned difficulties, Air Corps personnel may experience trouble until the physical changes have actually been made.

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N.A.C.A. SUBCOMMITTEES AT WRIGHT FIELD

The Power Plant Laboratory of the Experimental Engineering Section at Wright Field, Dayton, Ohio, was the scene of two National Advisory Committee for Aeronautics subcommittee meetings recently.

On December 11th, the N.A.C.A. subcommittee on exhaust gas turbines and intercoolers convened with the following in attendance:

Ralph Birnmann, representative of the Turbo Engine Corp.; K.A. Browne, Wright Aeronautical Corporation; S. Paul Johnson, N.A.C.A., Washington, D.C.; John G. Lee, United Aircraft Corporation; Charles Morris, General Electric; Lieut. C.J. Pfingstag, U.S.N. Bureau of Aeronautics; Benj. Pinkel, Langley Memorial Aero Laboratory; W.J. King, General Electric; Robert E. Lytell, N.A.C.A.; and Opie Chenoweth and A.L. Berger, Power Plant Laboratory.

On the following day, members of the subcommittee on supercharger compressors attending the meeting on December 12th included:

Dr. G.W. Lewis, N.A.C.A.; Val Kronstedt and R.S. Buck, Pratt & Whitney; Kenneth Campbell, Wright Aeronautical Corp.; A.J. Larrecq, Allison Engine Division, General Motors; Oscar W. Schey, Langley Memorial Laboratory; Chester Smith, General Electric; Lieut. Commander S.B. Spangler, U.S.N. Bureau of Aeronautics; and Opie Chenoweth, Power Plant Laboratory.

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AIRLINE ENGINEERS VISIT WRIGHT FIELD

The maintenance committee of the Air Transport Association of America was greeted by Lieut. Colonel John Y. York, Jr., Adjutant, Wright Field, Ohio, when it visited there on December 11th as guests of Major Howard H. Couch and Captains Edward M. Gavin and Daniel F. Callahan, Wright Field officers, who are

(Continued on Page 21)

FLYING TRAINING ACTIVITIES

Gulf Coast Air Corps Training Center

The largest class of Flying Cadets ever to graduate from the Air Corps Advanced Flying School, Kelly Field, Texas, received their commissions and wings on December 20, 1940, at the Post Theater in the new standard streamlined graduation exercises.

The meeting was called to order at 9:00 o'clock. Colonel Hubert R. Harmon, Commanding Officer, addressed the class, welcoming them as officers and charging them with the responsibility of upholding the fine traditions of the service.

Of the total of 270 graduates, 125 will remain at Kelly Field to take the advanced instructors' course and, upon completion thereof, will be assigned to the various fields now about ready to be activated. The other 145 graduates will be assigned to tactical units for specialized training and service.

"Kelly Field can well be called the daddy of the U.S. Army Air Corps," says the News Letter Correspondent. "Every one of the new schools will have former student flyers of this post as instructors. Out of each of the classes graduated in the latter part of 1940, a hundred or more have been held for instructors' training."

Southeast Air Corps Training Center

Basic Flying School, Montgomery, Ala.

Class SE 41-C reported for duty on November 26th, and is the first class to report to the Air Corps Basic Flying School being built around the Municipal Airport at Montgomery, Ala. Not all barracks were completed, but the Flying Cadets dug in and have created a soldierly atmosphere amid surroundings which are still in the construction stage. The class immediately assumed its responsibility in creating customs, traditions and standards to pass on to the many classes to come, an attitude all the more commendable in the absence of an upper class.

Arriving on Tuesday, the class commenced its flying on Thursday, after an intensive period of military indoctrination. Flying has continued hours ahead of schedule, and the Flying Cadets were looking forward to a few days' Christmas leave.

The Flying Cadets have a new Social Headquarters in a large club room recently constructed in the Jefferson Davis Hotel, Montgomery, Ala. The Social Clubroom is decorated in the aviation motif, attractively furnished,

is exclusive to Flying Cadets and is controlled entirely by themselves. At its formal opening on Saturday, December 14th, Colonel Floyd E. Galloway, Commandant of the Air Corps Advanced Flying School, and Lieut. Colonel Aubrey Hornsby, Commandant of the Air Corps Basic Flying School, joined in congratulating the members of the Flying Cadet Social Committee, headed by Flying Cadet First Captain J.P.C. Robinson, on the noteworthy achievement. In all departments, the Class SE 41-C has set high military flying, academic and social standards for the classes which will follow.

Advanced Flying School, Maxwell Field.

Colonel Floyd E. Galloway, Commandant of the Advanced Flying School, Maxwell Field, Ala., recently stated that the graduation date for the 104 students of Class SE-41-A tentatively had been advanced from January 30th to January 18th. He added that the graduation of the students - the first to enroll in the Southeast Air Corps Training Center - was predicated on completion of the course but that, unless unusually bad flying weather prevailed in the next three weeks, he believed the first classmen would receive their "Wings" two weeks ahead of schedule.

The Southeast Air Corps Training Center authorities are already perfecting arrangements for the occasion and hope to make it a gala affair. The graduation will be the first held at Maxwell Field since last July, when it was converted from an Air Corps Tactical School. The program will include an address by a ranking officer of the Air Corps, the presentation of "Wings," diplomas and commissions in the U.S. Army Air Corps Reserve.

All save two of the 102 Flying Cadets are eligible for commissions as second lieutenants in the Air Reserve. The two excented Cadets are below the prescribed age of 21, and they will remain at Maxwell Field - one until January 29th and the other until February 17th, when they will reach the age of 21, and they will then be commissioned.

Two members of the class, who are officers in the Regular Army - Captain Stanley T. Wray, Corps of Engineers, and Lieut. John W. Watt, Jr., Field Artillery, are to be transferred to the Air Corps in their respective grades.

Just recently the students began their fifth week of training and, following several days of inactivity caused by low clouds and rainy weather, again took to the air. While grounded

by weather conditions the students concentrated on ground school activities.

Along the middle of December the Cadets at the Advanced Flying School were scheduled to begin six-plane formation flying in addition to continuing the three-plane formations inaugurated ten days previously, as well as participating in night cross-country flights, radio code practice and attending lectures on Pursuit Aviation, squadron duties of junior officers and military training.

Cadets at the Basic Flying School, commanded by Lieut. Colonel Aubrey Hornsby, are also ahead of schedule. This School expects to enroll its fourth class of Cadets and student officers about January 1, 1940.

Six more Basic Training airplanes recently arrived at the Municipal Airport, Montgomery, Ala., piloted by officers who ferried them from the Vultee Aircraft Factory at Los Angeles, Calif. Captains George Schlatter and Robert E.L. Choate were in charge of the pilot detail.

Beginning their cross-country and night flying missions, students at the Advanced Flying School, Maxwell Field, are making their cross-country flights to Troy; Dothan; Eufaula; Lawson Field, Ga.; Wetumpka and back to Maxwell Field, with Lawson Field as the only landing point on the itinerary. These flights are made in three-ship formations with rotating leadership. Night flying is local, conducted from 1730 hours to 24 hours (5:30 p.m. to 12:00 midnight) from Tuesday to Friday, inclusive. Basic combat training planes, known as BC-1A's, are used on the cross-country and night flying missions. This class commenced training at the Advanced School on November 16th.

A recent announcement by Colonel Galloway was to the effect that 32 additional flying instructors were to be detailed to Maxwell Field for Class SE 41-B, scheduled to commence about December 28th. The new flying instructors arriving from the Gulf Coast Air Corps Training Center, all of them second lieutenants in the Air Reserve, are listed below, viz:

O.R. Berney, Jr., M.E. Beveridge, E.J. Beth, F.W. Caton, L.O. Christman, V.M. Cloyd, Jr., G.C. Darby, Jr., C.C. Fowler, A.E. Forsman, W.R. George, A.F. Gordon, W.L. Hall, W.A. Hardesty, K.K. Howenstein, W.A. Herrman, F.G. Jones, J. Kokolus, R.H. Larson, S.R. McDaniel, Jr., W.A. McWhorter, M.A. Miller, D.L. Morris, D.J. Nolan, S.K. Oliver, R.L. Randolph, H.H. Richardson, R.A. Smith, J.J. Surowiec, E.L. Van Allen, R.B. Whitley, II, J.W. Wright and L.J. Wright.

Captain Burton M. Hovey, Assistant Commandant and Director of Training, stated that Class SE 41-B would consist of 32 Regular Army student officers and 132 Flying Cadets.

Specialized Flying School, Selma, Ala.

The transfer of about 700 officers and men from Maxwell Field, Ala., to the Specialized Flying School at Selma, Ala., was accomplished along about the middle of December, the men being transported by motor convoy.

Units moved to the Specialized School were the 90th and 92nd School Squadrons and the 67th Air Base Group, less the Second Materiel Squadron. Most of these men have been in training at Maxwell Field for the last few months.

Bombardier and Pursuit training will be given at the Air Corps Specialized Flying School at Selma, which is one of several large units under the jurisdiction of the Southeast Air Corps Training Center, Maxwell Field.

FROM PRIVATE TO "TOP KICK" IN TEN MONTHS

Lawrence B. Halter enlisted in the Army at Canton, Ohio, on January 17, 1940. Prior to enlisting, he had been employed in a storage battery plant and was making a very excellent salary. Halter, however, believed that the Army offered a pretty good career to a fellow who really wants to go places, so he joined up. He was sent to Langley Field, Va., and on May 6, 1940, after five months of service, he was made a Corporal. Three months later, on August 27th, he was made a Sergeant. On September 21st, he was transferred to Mitchel Field, N.Y., and on October 4th was made a First Sergeant.

From buck private to first sergeant in ten months -- not bad for a 20-year old boy!

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Airline Engineers Visit Wright Field (Continued from Page 19)

honorary members of the Association.

Accompanying Mr. F.W. Barker, Secretary of the Association and chairman of the maintenance committee, were Messrs. R.L. Anderson, Chicago and Southern Airlines; R.O. Jacobs, Pan-American; J.S. Hibbert, United Airlines; J.F. Martin, American Airlines; K.O. Larson, Northwest Airlines; H.F. Salisbury, United Airlines; and H.B. Taylor, Civil Aeronautics Authority.

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Lieut. Col. Idwal H. Edwards was relieved as a member of the General Staff, War Department, and assigned to duty at Randolph Field, Texas.

HEROIC WORK BY MEDICAL OFFICER IN CRASH

Hamilton Field, Calif., lost its "Duck" in December when, during the course of a routine training flight, the OA-9 stationed at that field for rescue work, plunged into Clear Lake, 60 miles east of the base, and was completely wrecked.

No critical injuries were suffered by occupants of the Amphibian, although 1st Lieuts. Charles L. Hamilton and Arthur V. Jones, pilot and co-pilot, respectively, were hospitalized for two weeks as a result of being thrown through the front of the airplane, and the remainder of the crew, consisting of one Medical officer and three enlisted men, were considerably shaken up and suffered minor injuries and shock.

Captain John M. Talbot, Medical Corps, performed heroic work in assisting in the rescue of the dazed crew and helping them to hang on to the half submerged Amphibian until rescue craft arrived from the shore an hour later. All passengers agreed that Corporal Joe H. Dooling, crew chief, owes his life to Captain Talbot. Rendered unconscious in the crash, Corporal Dooling was dragged into the flooded pilot's compartment and pushed clear with great difficulty by the Medical officer, who then brought him to the surface and assisted him in retaining his precarious hold on the wing until the crew chief regained his faculties. That done, Captain Talbot turned his attention to Lieut. Hamilton, who was bleeding profusely from a cut on his wrist. A tourniquet was improvised from a necktie and applied under extremely difficult conditions while the men struggled in the water. Captain Talbot then rendered what first-aid he could under the circumstances.

When the group was finally rescued by boats and removed to an isolated farmhouse on the lake shore, Captain Talbot continued to provide medical aid until assistance could be brought from the outside.

Lieuts. Hamilton and Jones, in addition to praising Captain Talbot's heroic work in this accident, pointed to it as an outstanding testimony of the desirability of having Medical personnel present during cross-country flights in multi-engined aircraft.

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Lieut. Colonels, Air Corps, Harold M. McClelland (General Staff Corps), Wolcott P. Hayes, Edmund W. Hill and Walter F. Kraus were promoted to Colonel (Temporary) with rank from November 16, 1940.

LIFE NOW IN THE ARMY SOMEWHAT DIFFERENT By the McChord Field Correspondent

Tradition, tall stories and imagination all work together to play their part in painting a picture of army life for the prospective recruit. Every "rookie" comes into the Army with pre-conceived notions of early morning bugle calls, mass formations, close order drill, mountains of spuds to peel, uniforms too large or too small, hard-boiled sergeants, pay day and wild Saturday nights.

Imagine the surprise of the McChord Field recruit when he discovers there are no bugle calls. No leather lunged "windjammer" splits the early morning air with dream-shattering "Ta-Tas" or lulls you to sleep at 10:00 p.m. with the nostalgic "Taps." Instead, some sergeant is apt to breeze into the squadroom at 6:00 a.m., toot on a whistle and chirp merrily: "Daylight in the swamp, boys! Hit the deck - there's lots to do today!"

Comforting thought.

No loafing in the squadroom till all hours of the night, either. You are right in the midst of a good game with prospects of an ace-high straight when suddenly the quiet of the evening is shattered with: "Lights out: Nine o'clock, men!"

You wonder what has happened to those all night sessions the oldtimers back home used to tell about.

The mess hall is another never-ending source of wonderment to the "rookie." What has happened to the old company mess hall line-up and the familiar mess kit that Uncle John used in the fracas 23 years ago? Here at McChord he uses sectional, one-piece trays; he goes up to modern steam tables and selects his food from a large assortment.

He gets a turn at K.P. Potato peeling is a cinch with the new electric peelers. Dish washing has lost many of its distasteful features. Gone are the old sinks and the "in-the-suds-up-to-the-elbow 'pearl-diving.'" Mechanized dish washers put through the dishes for three thousand men in a hurry.

Electric waxers shine up the hall and squadroom floors in a jiffy, and other labor-saving, economical devices are seen all about the post.

The new recruit soon learns that men are in the Air Corps to perfect a national defense unit second to none. They are not in the Army to perform menial tasks, and the latter are performed as quickly as modern equipment is able to do the job.

The "knock-em-down and drag 'em out and stack 'em up" sergeant who served as a topic of conversation for so many

(Continued on Page 23)

V-8680, A.C.

BRAZILIAN STAFF OFFICERS VISIT RANDOLPH

Randolph Field, Texas, was the first stop on a nation wide tour of the United States by Brigadier General Amaro Soares Bittencourt, first Assistant Chief of Staff of the Brazilian Army, and his aid, Lieut. Colonel Stenio Caio de Albuquerque Lima.

Arriving by motor car in San Antonio after attending the recent Presidential inauguration in Mexico City, the two South American officers were met by Brigadier General John B. Brooks, Commanding General of Randolph Field, and a guard of honor furnished by Headquarters and Headquarters Squadron.

The day was spent on a comprehensive tour of the "West Point of the Air," the mass training of future pilots for the Air Corps attracting the attention of the visiting dignitaries. An informal reception was held later in the afternoon. General Bittencourt commented on the display of the national flag of Brazil, which appeared in the color guard alongside the Stars and Stripes.

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SHORT CIRCUIT BETWEEN THE EARPHONES

Class 41-B was still in its infancy at Randolph Field at the time. Cadet Horace Palmer, former gridiron ace from the University of North Carolina, had just joined the ranks of the solo flyers. Now our Cadet had quickly mastered the other gadgets in the big cockpit, but for some while the radio remained a mystery. Palmer would connect his earphones, turn a few switches and listen expectantly. If he heard a voice he would assume he had a direct connection with DR-2, and in his best English would demand "Who dat?" DR-2, at first, not knowing from whence came the silvery voice, remained silent. However, soon another conversation would come over the waves to the ears of the waiting Cadet. Still suffering under the same delusion, the former Tarheel would say, "Who dat?" At last grasping the situation, DR-2, who is not without humor himself, replied, "Who dat?"

Disgusted, but somewhat patient, Palmer again directed, "Who dat?" His only reply was another interrogation from DR-2 with the same phrase, "Who dat?"

At last Mr. Palmer could wait no longer and impatiently blasted into the mike, "Who dat who say Who dat every time I say Who Dat?"

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Orders assigning Lt. Col. Arthur B. McDaniel, Office Chief of Air Corps, to duty as Chief of Staff, N.W. Air Dist., Ft. Geo Wright, Wash., were revoked.

MY LAST FLIGHT AT RANDOLPH By Flying Cadet "I.M. Raunchy"

Look at that guy! Thinks he will take off ahead of me! I'll show him; I'll take off in front of him! Wow! That was close, but I beat him! Oh, oh! A little cross T, but I guess nobody saw me.

Gee, but this plane climbs a lot better at 70 m.p.h. Now watch me go out of traffic just like my instructor. Wonder what area we fly in today? Oh, well; I'll just play safe and get out over the mesquite. Darn, but these clouds are low; but what the heck? Didn't I pass my instrument check the other day? I'll make my own holes. Must be fog in the cockpit. I didn't see the instruments. Well, I finally got through, and I bet my instructor couldn't do any better himself.

Boy! Not a plane in sight! Guess I'll try a double snap. Well, it wasn't so bad; I only lost 2,000'. Might as well climb back up again with an Immelmann....These ships won't do an Immelmann worth a whoop; bet this baby will really wind up in a power dive. Wow! 250 - 260 - 270 - getting pretty fast, better pull out! Funny, sure is getting dark in here; can't see a thing. Guess that is what my instructor told me was a blackout. Wonder where I am? I don't seem to recognize any of this country. Wonder if that town to the west is New Braunfels? I'll buzz down over the railroad station and catch the name. Boy! Look at those folks run!

Guess I hit that right on the nose - better hurry back to Randolph, for my hour is about up. Wonder if that ship, number 520, wants to dog fight? He seems to be following me around...say; that ship is dual! I'd better get the*** out of here! Wonder if he saw me hon over that fence back there?

Well, back at last. Let's see - what time did I take off? Oh, well; I'll put down two o'clock.

"Raunchy, I.M., checking in."
"What's that you said?"
"Report to the Stage Commander?"
"Now...I wonder what he wants?"

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Life in the Army Today (From Page 22)

"vets" chin fests must have been like Paul Bunyan's imaginary characters or as the neighbor's six-year old remarked about Aunt Sofia's canary that served as a morsel for a marauding cat - "he's become extincted."

The Air Corps is democratic. The officers and men go about their respective tasks with quiet efficiency.

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INSTRUCTION IN RADIO AT SCOTT FIELD

Men of many faiths, social strata and degrees of education make up this Army Air Corps community disciplined so carefully by the High Command, but governed too in large measure by a simple code of fair play existing among the soldiers themselves.

In the main, the Air Corps manifestly attracts high, earnest types of men, and the job of policing a post such as Scott Field, officers said, is pretty much reduced to an uneventful routine. The number of names on the prison roster, they added, was consistently negligible.

College graduates are encountered frequently among the enlisted personnel. Some of them have Masters' Degrees. A brilliant Rabbinical student is serving in the ranks as a cook.

For virtually all these men the crowded day at the field starts at 5:00 a.m. One large group goes to the first of the classes conducted on week days in this Radio Communications School of the Army, and stays until 8:50 o'clock, when breakfast is served. Instruction and practice then are resumed and carried on in 50-minute periods until the early part of the afternoon. The rest of the day for these soldiers is devoted to individual study. A second shift comes on for class work in the afternoon and remains until 9:00 p.m., with an hour out for dinner.

Scott Field offers the men a Radio Operators and Mechanics course, which officers state is the only one of its kind given in the Air Corps.

Approximately the first two weeks are given over to a fundamental course covering Basic Mathematics, Beginners' Code and the use of the tools necessary to maintain and repair radio sets.

The Radio Mechanics phase covers the subjects of AC and DC Theory, Transmission and Reception Circuits, Circuit Analysis, the Use of Commercial, Liaison and Test Sets, and Inspection of Radio Installations in Aircraft.

The schooling requires 22 weeks. Upon its completion, the graduate is sent back to the home unit from which he was selected, qualified to take over the duties of a Radio Operator or Radio Mechanic.

The scope of the course permits students to obtain some decidedly practical experience in Radio Communication. An airplane has been fitted up to resemble a classroom, and groups of about eight men, with an instructor, are taken aloft for an hour or so.

As explained by the instructors, some of them Army men and others civilians, a million dollars worth of equipment is

being used to train the men at Scott Field. With the expected doubling of personnel soon after the first of the year, the demand will be for ever greater facilities. A new school building is currently under construction, as are barracks. Recently, some 200 men were quartered in tents awaiting barracks space. The occupants were spared discomfort, however, because the tents were equipped with stoves and wooden floors.

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NO. 1 "HAM" IN 32ND PURSUIT SQUADRON By the Langley Field Correspondent

First Lieut. Guy Rockey is the No. 1 "ham" in the 32nd Pursuit Squadron (Interceptor), GHQ Air Force. For years, Lieut. Rockey has purchased, built, repaired and reassembled hundreds of radio receivers until an ideal unit has been achieved, and now Station WKEZU, owned and operated by Lieut. Guy Rockey, is on the air contacting hundreds of radio "hams" throughout the world. His greatest thrill came last summer when he contacted Pearl Harbor, Hawaii. With radio, Guy, as he is commonly called, is among friends no matter where he is stationed.

With this valuable past radio experience, Lieut. Rockey is Group Communications Officer, a position which requires a highly trained and experienced man. Little did Guy realize ten years ago that his hobby would mean so much to his military career.

There is a little P.S. regarding Lieut. Rockey's life of which most of his fellow officers are not aware. For many years, Lieut. Rockey played a hot trumpet with some of the leading bands of the country, including such headliners as Ben Bernie and Paul Tremaine. And as any story would go, there was a girl singer in the band who is now Mrs. Rockey.

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Lieut. Colonel Lowell H. Smith has been relieved from assignment and duty as District Supervisor, Western Air Corps Procurement District, Santa Monica, Calif., and assigned to duty at Fort Douglas, Utah. Lieut. Colonel Charles E. Branshaw, who has been on duty as Assistant District Supervisor, Western Air Corps Procurement District, was assigned to duty as Supervisor of that District.

Lieut. Colonel Joseph L. Stromme was relieved from duty as Assistant District Supervisor, Air Corps Procurement District, Santa Monica, Calif., and assigned to duty at March Field, Riverside, Calif.

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NOTES FROM AIR CORPS FIELDS

Kelly Field, Texas, December 19, 1940.

All personnel possible are housed in the new barracks, and the building is filled to capacity. The new kitchens are as complete as possible, and the men dining there should wax fat from the good food being served. The old barracks are being filled by recruits from the GHQ Force.

Captain Storrie has 757 men in the GHQ Force, with only 9 in the hospital. He states that he is coming along fine with the training program. Three hundred men were classified, having passed their various tests, and work is progressing nicely. Captain Storrie knocked on wood while he was telling the story.

With the big increase in the training program, the Headquarters building has become too small. The Ground School offices were moved to the new Academic building, and several other divisions have been crowded into the old Q.M. building which was vacated by the Q.M. a short time ago when they moved into their new offices.

Kelly Field E & R is doing a fine job. The recreational facilities are directly under Lieut. Floyd R. Dean, last year's Iowa All-American and Chicago TRIBUNE'S All-Star select football player. Exercise by the officers has taken on new importance, with the result that from 4:00 to 5:15 recreational facilities are well utilized. The enlisted personnel take full advantage of the facilities the rest of the time.

Randolph Field, Texas, December 21, 1940.

53rd School Squadron: The present total strength of this organization is 324 men. This is a loss of 22 men in the last two weeks. These men are still attached, and are to be transferred soon. Ten more left for the Technical School at Chanute Field, Ill., including one Corporal, 3 Privates, 1st Class, and 6 Privates. A total of 58 men is now attending various technical schools.

46th School Squadron: The Squadron played host recently to approximately 70 men, comprising the 1940 Champion Baseball Team. Among those present were the coaches and several prominent guests, including Brigadier General John B. Brooks, the Post Commander who, by the way, is an ardent baseball fan, especially where Randolph Field is concerned.

The 46th and 43rd Squadrons were well represented at the banquet by quite an array of talent, such as "Slugger" Al Hunt, "Pan Mountain" Croswaite, "Squat Low" Pifer, "Butch" Bowen, and last, but not least, the Marshall Brothers, "Two Ton" Bennie and "Sleepy" Leo.

Borinquen Field, Puerto Rico, December 11, 1940.

25th Bombardment Group: As far as the men in this Group are concerned, you people up north can keep your ice, sleet and snow. We will take our palm trees, trade winds, and flashing eyed senoritas. Think of us swimming in the ocean to keep cool while you put on that extra woolen clothing to keep warm.

The Group in general has been carrying out routine familiarization flying and will soon have practice bombing included in its missions.

Anticipating Christmas most of the men were rushing the mail box daily for packages and letters. They all agreed that it was a new experience to go swimming on Christmas Day on a beach lined with palm

trees.

Headquarters and Headquarters Squadron: Funds to the tune of several hundred dollars will be expended for furnishing our Dayroom, when we get it, most of this going for lounge chairs, tables, and good reading materiel, including newspapers from the States, selected mostly from the sections from which most men hail. There is a plan to start an enlisted men's rifle team, and there seems to be quite a number of enthusiasts for this sport. The only drawback at present is the lack of ammunition, but it is thought this can be remedied in the near future.

10th Bombardment Squadron: This past week end an opportunity was given to the enlisted men of this Squadron to go to San Juan for their Christmas shopping. An attempt is being made to take all the enlisted men to St. Thomas, but so far, due to the Administrative flights the Squadron is making, it has not been possible to take very many over.

12th Bombardment Squadron: Last week was a holiday of sorts for most of the officers. They were occupied with the problem of situating their dependents. At this writing, the aforementioned dependents, i.e., wives, are having a bit of trouble adjusting themselves to the customs and surroundings in Puerto Rico.

Several of the officers worked an interception problem, using the boat on which their families were arriving as the object. From all reports, it was evident that they "hit" it right on the nose. Quite a bit of excitement was caused aboard the boat. It seemed that everyone who could possibly do so left their work in order to watch the airplanes overhead.

35th Bombardment Squadron: November 21st, generally a day of Thanksgiving and rejoicing in the plentitude that God has bestowed upon us, was a day of grief for this Squadron. Technical Sergeant Harry G. Norton was this day claimed by God and returned to his Maker. The entire Squadron to a man extend their heartfelt sympathies and condolences to his family. He and his work will never be forgotten. He has not lived in vain, for his excellent character will serve as a gauge for all Air Corps men to live by. His constructive work will always linger in our memories.

The Squadron regrets the loss of 2nd Lieut. C.A. Leidy, Jr., Air Reserve, who will return to the States shortly after being hospitalized at the Base Hospital at San Juan.

MacDill Field, Tampa, Fla., December 19, 1940.

29th Bombardment Group

Hqrs. and Hqrs. Squadron: Friday, the 13th, was a very lucky day for the entire Squadron, and the pleasant memories thereof will linger for a long time. The Squadron gave a party in a very beautiful building, called American Hellenic Center, located in the heart of Tampa, but still away from the hustle and bustle one finds in a large city. Long tables were filled with food fit for a king, some of the items being barbecue chicken, chicken chop suey, the usual cold cuts, deserts, liquid refreshments, cigars and cigarettes. The food was dispensed in buffet style. In the line of entertainment, there was an excellent floor show, the kind one finds in a swanky night club. The greater part of the evening was devoted to dancing, music being furnished by an all-girl orchestra. The party started at 6:00 and

ended at midnight, the estimated attendance being about 400. Among those present were all the Squadron officers, the entire present-for-duty enlisted strength of the organization, and a few invited guest officers. Prestige to the party was added by the presence of the Group Commander, Lieut. Colonel Vincent J. McLoey, and the Squadron Commander, Major Bryte. The married men were accompanied by their wives, and the men by their best dates.

Florida climate deserves much credit for contributing to the success of the party. The calendar, reading December, might just as well have read May or June. Men and their lady friends enjoyed sitting outdoors, sipping cool drinks, watching the moonlight and the splendor of electric lights reflecting in the beautiful Hillsboro River.

Staff Sgt. Cole put the "L" into the "Life of the party." His announcing, via the amplifying system, was colossal. He missed his vocation - he should have been a radio announcer. Due to the fact that the Squadron is stationed in two places - MacDill Field and Drew Field, many of the men met for the first time. Parties or gatherings of this nature play an important part in building the morale of an organization.

6th Bombardment Squadron: Former Corporals W.H. Kennedy and C.R. Grant are now sporting their new sergeant chevrons. Sgt. V.R. Proffitt, now on DS at Tulsa, Okla., pursuing a course of instruction in Airplane Mechanics, was promoted to Staff Sergeant. Staff Sgt. Andrew Racosky was transferred in grade to the Air Corps, unassigned, Panama Canal Zone, and departed December 18th for Charleston, S.C., to board the transport sailing on December 23rd. The entire Squadron regrets his departure.

Staff Sgt. L.L. (Cookie) Ferrell, Mess Sergeant, is recovering from a recent operation. During his absence his duties are being performed by Acting Mess Sgt. E.E. Porter.

Staff Sgt. John Babis, who has been a patient at Walter Reed General Hospital, was honorably discharged from the service Nov. 16th.

43rd Bombardment Squadron: We were all very excited over the Christmas holidays and anticipated a very good time. Many of the citizens of Tampa invited the boys to their homes for a Christmas dinner.

One of our children, namely, Tech. Sgt. "Pappy" Rosier, was observed giving his letter to Santa Claus at a downtown 5 and 10 cent store, which came as a shock to all of us.

52nd Bombardment Squadron: On the evening of December 2nd, nine B-18A's of the Group took off on a night navigation flight to Brownsville, Texas. Two planes from the 52nd were assigned to the flight, and Capts. Robinson and Samford and about ten other officers from the Squadron made the trip. After stopping atarksdale Field enroute, the flight proceeded on to destination, arriving at Brownsville at dawn of the 3rd. The flight remained at Brownsville three full days and completed several dead reckoning navigation missions. The homeward trip was made on December 6th, and the planes arrived at the home station at sunset after stopping at New Orleans enroute.

Early in December, a ferry trip presented itself, and Captain Champion and Lieut. Old flew a B-18A to Middletown Air Depot, returning in another of the 52nd's B-18's. Ten minutes before the Bomber's scheduled arrival at Tampa, a ground fog rolled in over Drew Field and forced it to return to Tallahassee for the night.

On December 12th, seven planes of the Group, including two from the 52nd, pulled 300-pound demolition bombs up into their stomachs and proceeded out over the Gulf of Mexico for practice bombing. A circular

click laid by the MacDill Field crash boat, the "General Mitchell," proved to be a good target, and good hits were scored. An equally successful mission was carried out by this Squadron two days later when Captain Robinson led a pack of six B-18's on another demolition bombing mission out over the Gulf.

Bolling Field, D.C. December 12, 1940.

The Officers' Mess was well prepared for the holiday season. The ballroom and grill, with their glittering array, rang out with the spirit of Christmas. A number of events were scheduled to take place, among them the Junior Hop, which is becoming increasingly popular at the Club, and the regular New Year's Eve Dinner Dance, followed by Colonel and Mrs. Edmund W. Hill's reception on New Year's Day.

The regular Thursday night "Mid's Night Out" buffet supper has grown in attendance. Beginning with from twenty to thirty people, the attendance has more than tripled, and bigger and better menus are being planned for this weekly event.

Hamilton Field, Calif. December 20, 1940.

5th Pursuit Squadron: The officers of the Squadron are looking forward to a Squadron Dinner given in honor of the men who recently forfeited their single marital status. After dinner, silver serving trays, with the name of the officer engraved upon the face, will be presented by the Squadron Commander, Captain Sanders. The recipients will be Lieut. and Mrs. Troy Keith, Lieut. and Mrs. M.K. Lee and Lieut. and Mrs. M.C. Howan, Jr.

Seven more newly assigned officers reported in to the Squadron, bringing the total commissioned personnel to over thirty. All of the new trainees have checked out in the P-40 and seem to be doing very nicely.

Lieut. Roy (Moe) Loe left Dec. 17th to do a little missionary work among the bayou-bound natives of Louisiana.

7th Pursuit Squadron: The Squadron has taken to the air with every available plane we own or can beg, borrow or steal. With the pilots now assigned numbering 30, the roar of the props creates a continuous din from early morning to late at night. The senior pilots of the organization, together with eight of the junior officers of 40-A, departed for Maroc Gunnery Range on Nov. 13th and returned on the 30th. This was the first gunnery practice for any of the pilots in the P-40 airplanes, and the scores obtained by all of the officers exceeded expectations.

Master Sgt. A.P. Gill passed "stogies" the other morning on the occasion of adding his sixth and final stripe to his already well loaded arm.

The Squadron regrets the loss of our Operations Officer, Capt. Charles A. Sprague, who was transferred to Hqrs. and Hqrs. Squadron, 20th Pursuit Group, and assumed the duties of Assistant Group Operations Officer.

Announcements were received recently which read as follows: "Major and Mrs. Younger Arnold Pitts request the honor of your presence at the marriage of their daughter, Nannetta Marie, to Mr. Gwen Grover Atkinson, Lieutenant, Air Corps, United States Army, on Saturday evening, December twenty-eighth, at seven o'clock, St. Johns Church, Savannah, Georgia."

The marriage of Lieut. Wm. R. Dyess to Margaret Stevick, of Champaign, Ill., took place in Reno, Nevada, on November 30th, much to the surprise of many in the Squadron. We extend our heartiest con-

gratulations to these officers in this greatest of adventures.

New officers recently assigned here from Kelly Field are Lieuts. Benjovsky, Davis, Grant, Kingen, Nollmeyer, Spivey and Wertz.

35th Pursuit Group

Hqrs. and Hqrs. Squadron: Lieut. Colonel Strickland, Group Commander, and the Adjutant, Captain Wright, made an instrument training flight recently to Burbank, Calif. Cross-country flights were made by Major Tourtelot, Group Operations Officer, to Klamath Falls, Oregon, and by Captain Bowen to Salt Lake City.

Almost fifty men of the Squadron were slated to be away from the Post on furlough during the holiday season.

In a pistol firing match, Sgt. Robert Jung, with a score of 85.8, won the first prize of \$5.00, and Staff Sgt. Allan L. Beardslee, with 83.36, took the second prize of \$3.00. Tied for third place with a score of 83.275, Tech. Sgt. C.F. Tilley and Cpl. Joe Yeargin each received \$2.00.

Over 20 members of the Squadron took the Air Mechanics examination recently, as a result of which our eligible list should be considerably enlarged in the near future.

13th Pursuit Squadron: Prior to the holiday season, flying was stepped up to a clip that had the officers and men performing missions and maintenance all day and part of the night. However, the work was done with a cheerfulness that was indicative of only one thing - that spark of Christmas spirit which makes everyone work with vigor and also makes a squadron commander wish that Christmas was always just a few days away.

The armament section returned from Muroc Dry Lake where a number of days were spent testing equipment. Questioned as to the results, the boys were absolutely certain of one thing - that it was darned cold down on the desert. This is considered strange coming from these Alaska-bound huskies.

21st Pursuit Squadron: Two "four-stripers" were added by the promotion of J.J. Karlik and M.F. Nichols from "bucks." It looks suspicious, as Staff Sgt. Nichols immediately received a credit card from a jewelry concern - "The House of Lucky Wedding Rings."

Lieuts. MacDonald, Marott, Jackson, Sgts. Tomlinson, Stanton, Batcheler and Cpl. Graham returned to the Squadron after two weeks of camping out at Muroc Lake, Calif.

34th Pursuit Squadron: The organization is gradually getting settled in its new quarters and, after looking around, most of the men find Hamilton Field very desirable. They all expressed their happiness at finding so many ways of passing the after duty hours on the post.

Approximately 25 of the men in the organization were slated to go home on furlough over the Christmas and New Year's holidays.

This "unusual California weather" has taken its toll of the boys from the "sunny south." The number of men in the hospital at one time reached 23.

Barksdale Field, La., December 17, 1940.

38th School Squadron: A warm welcome is extended to 2nd Lieuts. Franks, Robertson, Agas, Spence, Herron and Longridge. We are also proud to receive all the enthusiastic privates now entering our organization.

Fifteen enlisted men were recently detailed to attend the technical schools at Scott, Chanute and Lowry Fields.

The inspection of this Squadron on November 16th by

the Post Commander was one of the major events of the month. The Squadron Commander desires to thank each and every one in the organization for his part in making the inspection the success it proved to be. Let's keep up the good work, men!

The Thanksgiving Day celebration was greatly enjoyed by everyone, and we were privileged to have as our guests Colonel and Mrs. Phillips. The showing of news reels by 1st Sgt. H.W. Deppe, a former photo-technician, was appreciated by all. Squadron personnel were grateful for the privilege of being able to invite their families and friends to be present. Among the guests was Mr. Amos Lee Armstrong, of Shreveport, La., who has won renown throughout the Ark. - La. - Texas area for his ability as an artist with water colors and oils. Some of his best work is the painting of the Southern negro. Members of the Squadron wish to thank him for the insignia he submitted and hope it will be approved by higher authority.

All Squadron members join in wishing a speedy recovery for their commander, Lieut. Jones, who had recently undergone an operation. During his absence, Lieut. James is capably acting as Squadron Commander.

57th School Squadron: This Squadron was activated on December 5, 1940. Its present actual strength is 6 officers and 106 men. This will later be increased to the authorized enlisted strength of 200. Scheduled to command the Squadron was Captain Yentis H. Taylor, with Lieut. Edgar James, C.A.C. Res., as Squadron Adjutant and Howard W. Deppe as First Sergeant. Lieut. Donald T. Jones, T.A. Res., former commander of the 88th School Squadron, was included with those transferred to the 57th.

All duties in the Squadron are moving along nicely, both on the hanger lines and in the orderly room. Much extra work is now being done in order to prepare for the forthcoming inspection by the Inspector General.

Westover Field, Chicopee Falls, Mass., Dec. 21, 1940.

During a recent radio address, Colonel Richard H. Ballard, Post Commander, outlined the part Westover Field is expected to play in the defense of New England.

The U.S. Army Engineers, under the supervision of Col. John S. Braguon, of Providence, R.I., moved in and took charge of all further construction at this field, the Constructing Quartermaster being relieved. Practically the entire staff employed at the Constructing Quartermaster's headquarters was retained by the Engineer Corps.

The military hop held on the night of December 14th marked the departure of Lieut. Colonel Murdock A. McFadden, Captain James M. Lamont and Lieut. Maurice Matisoff, all of the Constructing Q.M. Office, who went to the Springfield Armory, and Lt. Colonel Amory V. Eliot, who goes to Mitchel Field. The feature of the evening was the debut of the Westover Field orchestra and the presentation of the "Westover March," the words of which were written and the music composed by Owen T. Durant, of Springfield. Mr. Durant at the time autographed the first copy and presented it to Colonel Ballard.

Officers of Westover Field were guests recently of the Springfield Exchange Club at the Hotel Kimball. Talks on sports were given by well known sportsmen, following which motion pictures of the outstanding football games of the past season were

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shown by Coach Lloyd Jordan, athletic director at Wilbraham Academy.

Twenty members of the field recently left for training as airplane mechanics at the New England Aircraft Institute in Boston.

Seventeen P-40's from Mitchel Field, flying in formation, recently paid a visit to the field. After circling it several times, the visitors continued on to Boston.

The Westover Field Glee Club gave a series of Christmas Carol concerts in towns surrounding the Air Base. Large crowds were present to hear the songs of the soldiers.

Brigadier General John B. Brooks, who is to command this field, was scheduled to arrive on January 5th.

McChord Field, Wash., December 21, 1940.

The newly created insignia of the 34th Bombardment Squadron - the Thunderbird - possesses a colorful and significant background. The Thunderbird is a creature known in the legends of several Indian tribes. In nearly all of these legends thunderstorms were attributed to the activities of huge birds, although the exact way in which the Thunderbird caused storms differ in the stories of various tribes. In the most frequent explanation of thunderstorms, thunder is caused by the flapping of the Thunderbird's wings, lightning by the opening and closing of the bird's eyes, and rain by the spilling of the lake of fresh water carried by the bird on its back. There are other explanations for these natural phenomena, however. According to the Nlayapamukas, the Thunderbird uses its wings as a bow with which to shoot arrows, the rebound after shooting causing thunder. The arrowheads fired by the Thunderbird were said to be found in many parts of the country, and to be made of black stone. Rain was accounted for by the Mandans as being the result of the Thunderbirds breaking through the clouds, the bottom of the sky reservoir. Still other legends attributed thunderstorms to battles between the great bird and other imaginary beings. The Thunderbird was looked upon by many tribes in fear, but was also supposed to be a protecting spirit, and as such was at the head of their totem poles. It was commonly held by the Indians that persons or organizations of persons were under the protection of some imaginary being or spirit. These persons considered themselves more fortunate whose deity was some mythological being imbued with life, for its destruction was not so common or certain as that of a real animal or bird.

Thus, the 34th Squadron has an age-old "protector" and, although that protection may not now be needed, there may come a time in the future when added aid by some "imaginary being or spirit" would come in handy.

So beware, enemies of America! The Thunderbird flies again!

The recent assignment of 4 additional Reserve officers to the 95th Bomb. Squadron (M), 17th Bombardment Group, to lift a portion of the burden of administrative duties from the shoulders of the Air Corps officers, increased the total of new officers assigned for duty since the last of September to eight. The new Reserve officers included 1st Lieuts. Ira Jack Rees, Harold B. Houston, 2nd Lieut. Arthur B. Swan, Infantry; 2nd Lieuts. Marvin D. Fleming, Field Art., and Earl Eugene Phillips, Engineers. The remaining three officers reported September 26th. Members of the 95th Squadron have done much to assist the new officers in becoming acquainted with both personnel and equipment of the organization. Permanent assignments will likely be made by Captain Ernest H. Larson, A.C., Command-

ing Officer, upon his return from gunnery maneuvers at Goleta, Calif.

Second Lieut. Frank L. Luschen, Air Reserve, who graduated from Kelly Field with Class 40-G. Nov. 15, 1940, was assigned to duty with the 95th Bomb. Squadron.

Materiel Division, Wright Field, Ohio.

The contemplated expansion of Materiel Division personnel recently brought the following group to Wright Field: Lieut. Colonel Ray A. Dunn, Office of the Chief of the Air Corps; Messrs. O.H. Onthank, Director of Personnel, Office of the Secretary of War; H.W. Rempe, Manager of the 9th Civil Service District, St. Louis, and W.B. Stephens, Chief, Training Division, Civil Service Commission.

In the conference with Lieut. Colonel Lester T. Miller, Commanding Officer of Wright Field and Materiel Division Administrative Executive, and Major Norman D. Brophy, Branch Chief of Civilian Personnel, the means and procedures involved in meeting expansion requirements were discussed.

France Field, Panama Canal Zone, Dec. 18, 1940.

16th Air Base Group - 1st Materiel Squadron: Another Thanksgiving Day arrived and passed on, but to the members of this Squadron it was one that will not be forgotten for a long time to come. There was more than enough to eat even for the "Chow Hounds," and this Squadron can boast of quite a number of them.

Hqs. and Hqrs. Squadron: Second Lieut. Clinton D.B. Smith, A.G. Res., was assigned to this Squadron and designated Assistant Athletic and Recreation Officer.

Base Squadron: Sgt. Ward L. Darby, who has been with this Squadron since October 4, 1940, accepted a position as supply clerk in the Panama Air Depot at France Field. Pvt. 1st Cl. Roland H. Shaak is also planning a career in civil life as a supply clerk in the Panama Air Depot.

Eleven members of the Squadron who are attending the 19th Wing Technical School at Rio Hato are Staff Sgts. R.I. Melton, J.T. Mitchell, Pvts. 1st Cl. J. Balas, L. Enright, W. Hughes, J. Markle, R. Schaffner, H.W. Chadbourne, Pvts. Carey B. Hatch, S.M. Lewis and R. Lash.

Second Lieut. Robert C. McIlheran, Air Res., of this Squadron and its former Adjutant and Supply Officer, married Miss Catherine Feenstra, of New Orleans, on Dec. 3, 1940, in the office of Judge E.I.P. Tatelman in Cristobal. Lieut. McIlheran is a graduate of A. & M. College of Texas and the Air Corps Training Center.

The C-33 Transport plane of this Squadron made its last flight on the morning of December 7th. When its right engine caught fire, its pilot, Major Harold A. Bartron was forced to land on an abandoned flying field at Puntarenas, Costa Rica, near the edge of the coast. The plane had flown to Guatemala and was returning with salvaged parts of two B-18 Bombers. Co-pilot R.L. Wood, Staff Sgt. Peter Wegley, Crew Chief, and Sgt. Berlin F. Wells, radio operator, escaped with the pilot without any serious injuries. The plane is believed to be a total loss. Major Bartron is the Air Corps Supply Officer and Captain Wood the Panama Air Depot Employment Officer and Adjutant.

Hqs. and Hqrs. Squadron: Lieut. Colonel Edwin J. House, Commanding Officer of France Field, recently returned from a visit of several days at Guatemala.

The Squadron welcomes to active duty 1st Lieut. Richard Smith F.A. Res., who has been designated as Assistant Base Adjutant and Base Casual Officer; also Capt. Stanley E. Jordan, Signal Res., who was designated as Base Administrative Inspector, relieving Capt. John W. Donnell A.G. Res., transferred on Nov. 28, 1940.

Capt. Graves H. Snyder, accompanied by Pvt. Herbert W. Bethel, left for the States Nov. 19th, and are expected to return sometime in January or February. Capt. C.L. Munroe assumed command during the absence of Captain Snyder.

In addition to his other duties, Capt. Van B. Cunningham, A.G. Res., was designated as Group Mess Officer, Custodian Group Mess Fund and Group Recreation Officer.

Sgt. Paul W. Hunter, Pvts. 1st Cl. Ignazio Amari, Harold Emerson, Pvts. Ernest L. Brown, Joseph F. Fabrizio, Daniel White, Roy N. Williams and James R. Kincaid were detailed to duty at Rio Hato.

Of the 34 men of this organization now on detached service at Rio Hato, 11 are attending the 19th Wing Technical School and 23 are constructing streets and barracks in the new area of the 9th Bombardment Group.

Responding to the Red Cross drive, the Squadron passed over \$90.00 into the hands of 1st Sgt. T.M. Howard, who was collecting for the charitable works of that association.

The Squadron donated heavily for the Group boat, thus assuring merry cruises and fishing parties to the Jack Tars and Isaac Waltons of this organization who are getting out their reels and tackle again in the hope that they may land the largest fish and be able to better that greatest of all fish stories - Jonah and the Whale.

Every member of the Squadron joins in congratulating Master Sgt. (1st Lieut. A.G. Res.) Wilford L. Baxter, and to wish him the very best on his extended active duty as a Reserve officer. He will be stationed at Albrook Field.

Second Lieut. James W. Guthrie is now Aircraft Classification Officer during the absence of Capt. Graves H. Snyder.

1st Materiel Squadron: Congratulations are extended to Sgts. Richard E. Becker, Robert L. Eaton and Karl Schmidt, who were promoted to the grade of Staff Sergeant

Three members of the organization returned from D.S. at Guatemala and, from the stories they tell regarding their trip, everyone is looking forward to a journey to this Central American country.

Of late, work around the barracks has been progressing nicely, due to the efforts of Pvt. 1st Cl. R.B. Barthlett and Pvt. C.H. Herman. New screening throughout the barracks is one of the major improvements.

Payday found many of the boys of the 2nd Materiel Squadron in the Post Exchange purchasing Christmas presents for mothers, sisters and sweethearts.

6th Bombardment Group

Hqrs. and Hqrs. Squadron: Sgt. Hayward, radioman, left for Philadelphia and a job with the R.C.A.F.

Tech. Sgt. Rureska, of Operations, reported for active duty as 2nd Lieut., Chemical Warfare Res., with station at Albrook Field, Canal Zone.

Cpl. Bob Spradlin, in charge of Hangar Supply, was promoted to Sergeant.

25th Bomb. Squadron: During the 5-day period from Dec. 2nd to 7th, the Squadron carried on combat exercises. It was necessary to obtain additional of-

ficers from the 3rd and the 74th Squadrons to enable us to carry out our exercises with a full 9-ship formation, with the 25th Squadron officers as pilots. Various types of formations were practiced. Simulated attacks were also made on strategic points along the Canal.

After each mission was completed, a critique was held at which any officer was permitted to criticize or make suggestions for improving the method in which the mission was carried out. All in all, the combat exercises seemed to benefit the Squadron a great deal and many small difficulties were ironed out.

Langley Field, Va., December 30, 1940.

The word "dcdo" which is given to all undergraduates of the Flying Cadets may also apply to Pvt. Warren E. Vinzant, of the 32nd Pursuit Squadron (Int.) GHQ Air Force, who has been flying for two years, and during that time has logged approximately 150 hours of solo time. He is a graduate of the C.A.A. Flight Training Program and holds a valid Private Pilot's License, with 1-S and 2-S ratings. Interest was first shown by Pvt. Vinzant while attending school at Oklahoma A. & M. College. It was there he received his first instruction, and later he was an instructor of a ground course covering navigation and airplane nomenclature. Even before his real flying experience began it was the ambition of Pvt. Vinzant to be a Flying Cadet in the Air Corps. At present he is anxiously awaiting appointment as a Cadet, having passed his examination on November 4, 1940. It is also his wish that after his graduation from flying school he may become a Pursuit pilot and be assigned to his original squadron - the 32nd Pursuit Squadron (Int.) GHQ Air Force.

For the past ten years Lieut. Charles G. Goff, of the 32nd Pursuit Squadron (Int.) has been interested in the art of ballistics purely from a civilian point of view. Every year, through purchase and swapping, Lieut. Goff collected dozens of guns which are considered to be an excellent personal arsenal. With this valuable collection, Lieut. Goff has assembled some 250 calibers of rifles and pistol cartridges, ranging from a 2.5-inch naval rifle shell down to a 2 mm pistol cartridge. The high point of the collection is a leather bound cartridge on which no information is available as to the source or use. This valuable hobby has helped Lieut. Goff in his military career from snap shooting to pursuit gunning.

33rd Pursuit Squadron (Int.): Few if any of the men eating in our Mess hall have been aware that their bacon, beans, and beef were garnished with the intangible rhymes that are dreamed in the heart of an humble army cook, happy at his labor of caring for the intestinal fortitude of his patrons.

A sense of the poetic has been developed by our bard in spite of hardships and hectic existence, as his story indicates:

"I was born in Colorado City, Texas, on April 15, 1912, and moved to Lubbock County, Texas, five years later. In 1918, my mother put a pair of knee pants and a bow tie on me and wished me off on the school teachers. In about seven years, at the age of 13, I became too smart for all the school teachers and departed for parts unknown. I made my way to San Francisco, Calif., and secured a job washing dishes in a cafe for 75¢ per day. I worked at three or four different jobs in one year and got terribly homesick. When I could stand it no longer, I went back home and

experienced things I shall never forget.

Starting back to school, I was well liked and in turn liked my teachers and my school work. In 1928 I entered Interscholastic League Declamation, winning first place in my school and later winning the District Meet. From there I went to the State contest where I won second place. Boy, was I happy! But soon I decided the grass just over the hill would be a little greener, and I started to roam once more. My jobs included working in oil fields, construction camps, and various other jobs.

I always thought I would like to be a poet, but my lack of education held me back. Tired of roaming and realizing that I was getting nowhere, hoping from one job to another, I decided to join the Army, a decision I shall never regret. After being in the Air Corps only two and a half months, I have made a third specialist rating, and like the Army so well they will have a hard time getting rid of me after retiring age. In fact, I am going to try to make such a good soldier, no one will want to get rid of me."

Since the food he cooked could not convey his thoughts, the written word had to be resorted to by Pvt. Spl. 3d Cl. Bernie B. Kyle to express the poesy stewing in the kettles of his mind. We have had notice of several of Pvt. Kyle's attempts brought to our attention. All have been perhaps a bit on the amateur side, but all have nevertheless revealed a keen interest in and interpretation of our homely existence. As proof of our poet's achievement we offer the following:

THE SAGA OF THE TWENTY-THIRD

By Bernie B. Kyle

We're Uncle Sam's Soldiers, and good ones too;
The best darn squadron that ever flew.

We love our country that we've sworn to protect,
And we'll get the job done, we will by heck.

We are big and strong and true and brave,

We'll fight for our Flag clear down to the grave.
We may lose an arm or a leg or an eye,

But we'll fight for our loved ones until we die.

We'll stand no fooling from here nor there;

Just threaten our land - watch us take to the air.
Our Squadron number is the Twenty-Third.

We are good on the ground, and fly like a bird.

We soar through the air with eagle eyes

To battle any foe that will take to the skies.

And if there are dictators that want our land,

There is one thing we want you to understand.
Yes this one thing you mustn't forget.

When our Gunners aim, they always hit!

All foreign foes had better beware

When the Old Twenty-Third takes to the air.

Mitchel Field, N.Y., December 17, 1940.

8th Pursuit Group, 36th Pursuit Squadron: Well, here we are at Mitchel Field, 31 miles from Times Square and civilization! Officers and enlisted men have wasted no time in checking up on the entertainment and amusement possibilities of the vicinity and report that time will not hang heavy here. The hunters, especially, have been having a field day by bagging three or four ducks, muskrats, or what nots after duty hours and before dark. They have us almost convinced that the tall hunting stories we heard at Langley were not all baloney.

Ground school courses are nearly complete for the fiscal year, and all sections of the Squadron are in

A-1 condition and anxious to operate. Our airplanes are used to capacity, as we have 32 assigned pilots to fly them.

Ten officer trainees were scheduled to complete the Pursuit course on December 21st and then join our tactical flights for further training. We congratulate 2d Lieuts. W.V. Ellis, III, E.B. Howe, L.M. Abernathy, L.V. Bradbury, T.J. Mostyn, J.V. Readey, R.N. Thayer, G.F. Thomas and J. A. Urick.

Licut. Lowry L. Brabham, formerly of this Squadron, and now flying for Republic Aircraft, was a welcome visitor recently. He has been extremely obliging in escorting our pilots through the Republic factory. We only see "Drab" occasionally on the ground, but frequently over Farmingdale in a P-35A or a P-43.

The Squadron takes pleasure in welcoming 1st Lieut. F.H. Mears, recently from the 41st Reconnaissance Squadron, Hawaii.

35th Pursuit Squadron: The Squadron's new home is now Mitchel Field, L.I., New York. The outfit moved from Langley Field Nov. 14, 1940. Everyone seems well satisfied with the new station.

Lieuts. Vincent W. Howard, Loren G. McCollom and Hoyt A. Jolly returned from Patterson Field, Ohio, where they completed the service testing of P-40's. Lieuts. Wm. W. Momayor, Wm. K. McNamara, George W. Hazlett, Leonard C. Lydon and Joe K. McNay recently flew to Langley Field to participate in an aerial gunnery demonstration.

Construction work on the 35th's hangars has almost doubled the floor space, and it is now possible to have heat in the building. The added space and heat should make cold weather operations and maintenance more efficient.

So far, most of the missions flown have been local navigation and familiarization. When seen from the air it is easy to understand the problem of local "ground navigation." Upon arriving at Mitchel Field some of the men were rather hard pressed to negotiate the multitudinous, and at first bewildering, arrangement of streets, roads and parkways. The allocation of certain areas in a familiarization flight has served not only a tactical purpose but has made the job of driving a car a lot easier.

Hqs. and Hors. Squadron: Along with the rest of the 8th Pursuit Group, the members of this Squadron are learning to struggle along through the Mitchel Field snowdrifts up here in the deep north (deep to some of the southern gentlemen). At present we are contemplating a move into our new barracks which are just being completed. They should be very warm, judging by all the piping in them, and we shall feel more settled when we are bag and locker over the door sills.

Although the majority of the Mitchel Field personnel left the post to spend Christmas at home, those who remained behind did not fail to enter into the festive spirit and enjoy the holiday.

Candy and cartons of cigarettes were distributed to all enlisted men of the post by the Friends of the New York State Soldiers and Sailors, Inc. The mess halls were decked in Christmas trimmings for dinner, and the men did justice to a real feast. Chaplain Reed gave a party at the Post Theater for the children on the 23rd and on Christmas Eve. Chaplain Giegerich said a midnight mass at the Post Gymnasium. This was the first time a midnight mass was said on the post.

33rd Pursuit Squadron: The Squadron had its first taste of winter at its new station, Mitchel Field. The

P-40's took on the appearance of ghost ships when a recent light snowfall covered them from wing tip to wing tip. The hangars, now being enlarged, cannot accommodate all of the 33rd's P-40's. Their maintenance crews are to be commended for their work in sub-freezing weather.

Albrook Field, Panama Canal Zone, Nov. 22, 1940.

"KC4USA calling Canal Zone. KC4USA calling Canal Zone. Go ahead, please."

That has been a familiar call at Albrook Field for several days recently. Private 1st Cl. A.D. Melvin, Communications Chief of Base Flight and a member of the 15th Air Base Squadron, has been in contact with Admiral Richard E. Byrd's polar expedition at the South Pole for several days.

The first contact with Little America came at 7:20 p.m., on November 8, 1940, when the Albrook Field amateur station K5AP, operated by Private Melvin, picked up KC4USA. That station is operating from the West Base in Little America and is used for contact with the United States in transmitting official and personal messages for the personnel of the Byrd Expedition.

Since that first contact, several calls have been exchanged with remarkably good reception. The operator of the polar station identifies himself as "Ted" and while the conversations are never over ten minutes in length, they are informative. The latest exchange of calls was on November 20th, at which time "Ted" said the expedition was enjoying very warm weather. It was 16 degrees below zero. The entire expedition is enjoying success and good health, according to the voice of the South Pole.

At the request of the radio division of the Byrd Expedition, Pvt. Melvin is going to contact the Little America station nightly so that in the event any emergency arises that the Canal Zone should be made cognizant of, such might be accomplished. Personal messages from the personnel of the expedition may also be sent to friends in the Canal Zone.

Pvt. Melvin stated that as the dry season sets in the reception will become constantly better and static will clear up. He has contacted all South American countries on his set prior to the ban placed on amateur operators. He has also contacted European stations before the War caused a curtailment of "ham" operations.

In accordance with a War Department directive that all Air Corps officers in the Panama Canal Department be instructed in Spanish, a six months' course has been initiated for all officers in the Panama Air Force. The instruction is based on the "Spanish Grammar" by Iver M. Nelson and a study guide and outline prepared by Lieut. Colonel Harold Thompson of the Post of Corozal. The scope of the course contemplates development of limited conversational ability and fundamental grammatical requirements, represented by a knowledge of the tenses ordinarily used with approximately twenty verbs.

It is hoped the War Department may eventually allot about \$2,000 for the hire of proficient instructors to conduct daily classes of 10 or 15 officers each. Should these funds eventually become available, it is hoped to thus rapidly develop the correct pronunciation and conversational abilities of the student officers. The rapidly increasing Air Corps and the expanding scope of their activities in Central and South America, as well as in the Caribbean area, necessitates the familiarity of each Air

Corps officer with the language and customs of this region.

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K E E P I N G F I T

Bolling Field An interesting side line in the activities at this field at present is the entertainment afforded its personnel by the U.S. Government Basketball League, which is playing all of its League games on the local court. The Bolling team, a participant in the League, has come forth with what appears to be one of the finest teams which has represented this post in recent years. To date, this squad won four straight games with no losses, and is paired with the strong Federal Bureau of Investigation team in leading the League. In addition to its League games, Bolling has won 6 outside games, thus giving the team an enviable record of 10 wins against no losses.

In arranging attractive games for the Bolling Field court, the local team is scheduled to meet all the five college freshmen teams of the Washington area, games to be played with each at Bolling and on the college courts. The Bolling Field team has been fortunate in gaining many of its crack players from the ranks of the recruits who recently enlisted in the Air Corps.

Games are being arranged with nearby Air Corps posts, thus completing one of the most attractive schedules attempted by a Bolling Field basketball team in many years.

Hamilton Field Hqrs. and Hqrs. Squadron, 20th Pursuit Group, basketball team is the only undefeated team on the field, having a record of 8 straight. Our closest game was with the 21st Pursuit Squadron, score 21 - 18. Two recent games were with Mission Y.M.I., San Francisco (26-20) and with a fine team composed of officers on the post (31-25). In the game with Mission Y.M.I. we faced last year's championship team on their home floor. Pvt. 1st Cl. Emil A. Johnson was high point man, averaging 14 points per game.

The Squadron bowling team, under the supervision of Master Sgt. Goff, has won 6 straight games and is in second place in league standing. Cpl. John W. Klemm has proved to be one of our most consistent bowlers. Scores of 190 to 210 are not uncommon and he feels bally if he slips to 170.

The Squadron basketball team anticipates more outside competition with other posts and groups. Cpl. Douglas G. Dunn is the team manager.

Although the "flu bug" knocked a number of the first team bowling players out of action, the 18th Pursuit Squadron managed to recruit enough substitutes to win over Hqrs. Squadron, 35th Pursuit Group, in the first match of the last half of the League play-off. The 18th easily won the first half, taking 24 out of the 27 games played. In view of past performances, the 18th should be the "winnah" by a landslide.

The 21st Pursuit Squadron bowling team went into a tie for second place. The strength of the team is expected to be materially increased with the return of Staff Sgt. J.J. Karlik from the Air Corps Technical School.

Having lost four of its players - 3 being sent to the Technical School and the Asst. Manager, Staff Sgt. E.A. Severn, going on furlough, the boys will really have to fight from now on.

The 34th Pursuit Squadron recently organized a weight lifting and tumbling club under the capable hands of Staff Sgt. Fred Cummins, who is an expert in both sports. Membership has reached 12 so far, and is expected to go much higher.

Borinquen Field The squadrons in the 25th Bombardment Group are steadily plugging at the sports situation. There is a good bit of equipment on hand, and the men are spending their spare time practicing the various games. The enlisted men hope to have inter-squadron competition in the near future.

The morale of the men in the Hqrs. and Hqrs. Squadron is climbing steadily since activity in sports has commenced. A team composed of the 1st Platoon gave the Transportation Section all they wanted in the way of volleyball, defeating them 15-1, 15-3 and 15-5 recently. This really takes the Transportation Section down plenty.

With one month gone since arrival at Borinquen Field, the 10th Squadron can well afford to look back on a month full of accomplishment. Under the direction of Lieut. Braddock, the athletic outlook for the Squadron is very cheerful, with two sets of horseshoe pits in operation along with a softball diamond.

MacDill Field The 6th Bomb. Squadron basketball team got off to a flying start in the MacDill Field League when it defeated Hqrs. and Hqrs. Squadron, 29th Bomb. Group, 26 to 17. Lieut. Aycock, player-coach, was the shining light of the Fighting Sixth.

The invincible 43d Bomb. Squadron basketball team went over the top to score its first hit on December 16th, defeating the strong Materiel Squadron, 42 to 40. We are all very proud of our team and wish it the best luck throughout the season. All the boys are very enthusiastic and practice very hard.

Basketball is once again coming back into its glory in the 52nd Bomb. Squadron, and several games have already been played with teams in Tampa. Several members of the 52nd served on former championship teams in the past, and within the next few months we expect to see the team come out in front with the same success which other athletic activities in the Squadron enjoyed in the past year.

Barksdale Field In the realm of sports, the 88th School Squadron has most encouraging news. The bowling team won its initial match recently. Some members of the team are rolling up astonishing scores. Cpl. Barnes recently piled up a neat 232.

The 88th's basketball team won its first game over the 87th by a score of 40 to 14 behind the accurate shooting of Pvt. 1st Cl. Ellis W. Welch and Pvt. James A. Parker and the tight defense work of Cpl. Clark, Ppts. Breiger, Jones, Ross and Sgt. Roach.

The 3rd Communications Squadron basketball team dropped a close and hard fought game to the invading College of Marshall basketeers at the Barksdale gymnasium, 20 to 15, in the presence of a large crowd of fans. The visitors expressed their pleasure over a very interesting trip and over the splendid display of sportsmanship which characterized the game. Members of the 3rd Communications Squadron team are Staff Sgt. Ruttan, coach, Cpl. Murphrey, Ppts. Payne, Tillotson, Sinclair, Harris, Reeves, McCullough, Crain, Whittington, Coke, Spencer, Armour and Stringer.

Candidates for the post boxing team began practice, 35 candidates reporting to Lieut. Harry Jordan for the first workout.

The officers' bowling league opened with three matches between rival pinmen, the brass hats of the 31 Weather Squadron defeating the Teachers of the School Squadrons three games in a row; the Buccaneers of the 55th School Squadron taking two out of three from the Cubs of the 6th Air Base Group, and the Special Units turning back the Q'Emmers two out of three games.

France Field We of the 2nd Materiel Squadron, 16th Air Base Group, are very proud of our representation on the France Field boxing squad. Pvt. 1st Cl. DeSandre, of the 2nd, won over Doyle, of Ft. Sherman in a very fast-moving bout at Ft. Davis on Nov. 27th. De Sandre, fighting in the middleweight class, will become champion of the Panama Canal Department if he wins the next bout. Other contenders of our Squadron are Cpls. Duffy, junior lightweight, and McLaughlin, featherweight.

The Gold Coast Championship boxing bouts were held on December 11th at the Fort Davis arena. As usual, the 2nd Materiel Squadron was well represented and made an excellent showing.

Mitchel Field The basketball team of Hqrs. and Hqrs. Squadron, 8th Pursuit Group, has won three out of five games played to date. On December 17th it trimmed the 36th Pursuit Squadron 23 to 19. Sgt. Van Sant is looking after the boys and sees to it that the team and some rooters show up at the proper time and place.

The basketball team of the 36th Pursuit Squadron has not lost a game in the local league - maybe some think we should say - his not yet. But we have a good team, ably trained and coached by Lieut. Neil Martin, so our confidence is well founded.

WAR DEPARTMENT SPECIAL ORDERS

Changes of Station

The following-named Air Corps officers were relieved from duty at Kelly Field, Texas, and assigned to duty with Air Corps training detachments at schools and stations indicated:

1st Lieut. Gregory Hoisington, Jr., to Ryan School of Aeronautics, Hemet, Calif.

1st Lieut. Henry C. Huglin to Missouri Institute of Aeronautics, Siloam Springs, Mo.

1st Lieut. Littleton J. Pardue and 2nd Lieut. Donald T. Pennink to Alabama Institute of Aeronautics, Tuscaloosa, Ala.

1st Lieut. Prescott M. Spicer to Dallas Aviation School and Air College, Dallas, Texas.

The following first lieutenants, Air Corps, are relieved from duty at Randolph Field, Texas, and assigned to duty with Air Corps training detachment at school and station indicated:

Burnham L. Batson and Tilden P. Wright, Spartan School of Aeronautics, Muskogee, Okla.

William S. Boyd, Mississippi Institute of Aeronautics, Jackson, Miss.

John C. Edwards, Cal-Aero Training Corporation, Ontario, Calif.

Andrew J. Kinney and Wm. T. Smith, Darr Aero Tech., Inc., Albany, Georgia.

James B. Knapp and Charles J. Long 3d, Parks Air College, East St. Louis, Ill.

RESEARCH AND DEVELOPMENT
OFFICE, CHIEF SIGNAL OFFICER.

WAR DEPARTMENT.

WASHINGTON D.C.

•U.S. ARMY AIR CORPS•

NEWS LETTER





Intelligence Division
Air Corps

January 15, 1941

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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WRIGHT FIELD ACTIVITIES FOR CALENDAR YEAR 1940

Defense efforts of the Materiel Division, which is responsible for the development, procurement, issue and maintenance of airplanes and equipment for the Army Air Corps, included as a foremost accomplishment in 1940 the completion of contract negotiations for practically all airplanes included in the Air Corps Expansion Program.

Procurement

Air Corps purchases made by the Contract Section for the first eleven months of the Calendar Year 1940 total \$1,629,261,331, an amount greatly exceeding the combined purchases made in the last several years. Anticipating the greatly expanded purchases, the Section laid ground work in advance by conferring with manufacturers, determining their ability to supply articles desired within the delivery dates specified, so that orders could be placed as soon as funds were appropriated.

One of the most important tasks was to set up methods of financing new plants required for the additional orders. Four alternate plans set up are:

1. Plant facilities are constructed and paid for by the government through the Quartermaster General's Department and leased to the manufacturer.
2. The manufacturer builds and equips plant according to government-approved plan and is reimbursed in 60 monthly installments, after which the government has title to the plant. The manufacturer may buy the plant from the government.

3. The manufacturer finances the plant and is authorized to amortize the cost by five annual installments deductible from his gross income, thereby saving the normal and excess profits taxes on the portion of his income required for this amortization.

4. The manufacturer rents a plant which the government, through the Defense Plant Corporation, has constructed and equipped, financing it with a loan from the Reconstruction Finance Corporation.

Production Engineering

A program has been put into effect to modernize and simplify aircraft design

in order to improve performance and suitability characteristics of tactical types of airplanes. In this connection, armor plate protection has been provided, leak-proof fuel tanks and fuel systems have been developed, additional guns with larger calibers and increased firing rapidity have been installed, and power turrets have been adopted for Bombardment type airplanes. In addition, much progress has been made in rendering high altitude flying more feasible. This has been accomplished through utilization of improved fuel systems with booster pumps attached, special superchargers, lighter and more efficient oxygen masks, and newly developed low-pressure oxygen tanks in which the danger of explosion during actual combat has been materially lessened.

Standardization of Army and Navy specifications and equipment has been accomplished through the preparation and promulgation of single specifications, usable by both services without modification. Additional progress is being made which will further tend to standardize all Army-Navy procurement and inspection activities.

In order to expedite delivery of aircraft accessories and components, there is being established a special branch to allocate materials and equipment to the proper manufacturers in order to prevent delays in aircraft production.

Production control plans are also under way to place a representative of the Production Engineering Section in each manufacturing plant filling government contracts on a cost-plus-fixed-fee basis. These representatives will maintain records of all machinery, materials, and equipment purchased by the contractor under the five-year amortization plan, in order to certify that financial provisions of the agreement between the government and the contractor are being satisfactorily adhered to.

Another 1940 development in production engineering has been the inauguration of cooperative measures between the automotive industry and Air Corps procurement agencies. In this connec-

tion, an exhibit of Air Corps articles has been set up in Detroit under the joint direction of the Air Corps, the National Defense Commission, and the Automotive Manufacturers Association. This exhibit has been prepared for the purpose of acquainting the industry with governmental needs, and of interesting manufacturers in national defense contracts. Firms desiring to manufacture articles on exhibit are investigated by the National Defense Commission and, if qualified, are awarded Air Corps contracts.

Industrial Planning

Process engineering of 35 expansion projects devoted to the production of airplane, engine, propeller, and Government Furnished Equipment, was accomplished by the Industrial Planning Section. Raw material requirements were tabulated for the Office of the Secretary of War, and requests for allocations of productive capacity were forwarded to the Advisory Committee to the Council of National Defense.

Inspection

Organization and development of plant protection for airplane manufacturers came with the establishment of a special group of military and civilian personnel which took over the responsibility of safeguarding Army aircraft activities within the plants of the manufacturers. To speed up inspection, central offices were established in the larger cities.

A new policy to eliminate dual control by the Army and Navy at any plant where equipment is being produced for both Services gives the responsibility for inspection to the Service with the preponderant contract interest in the plant.

A new Central Gaging Laboratory with constant temperature, humidity, and fluorescent lighting was established at Wright Field, as well as a Fuel and Lubricants Inspection Laboratory.

Experimental Development

Looking to the future, the Experimental Engineering Section continued the development of military aircraft of all types. During the past year, contracts were placed for the delivery of a number of experimental Pursuit and Bombardment airplanes, varying from conventional to unorthodox designs as a part of a continuous program to provide combat aircraft of superior performance and efficiency.

Extensive flight testing has been conducted for the purpose of developing airplanes, engines, superchargers, instruments, cameras, and all other aircraft accessories and equipment required by the Air Corps. New equipment has been designed or purchased and tested

in an effort to secure recording devices and instruments which will improve the accuracy and efficiency of flight testing.

In order to provide a sound basis for the preparation of specifications for new aircraft and to check proposed designs submitted to the Air Corps for consideration, a design unit has been continuously engaged in preparing design studies of various airplanes. Preliminary designs thus prepared are subjected to careful scrutiny to determine their feasibility. Whenever a promising design is produced, a wind tunnel model is built and tested to give a check on computed performance. The results of these design studies and wind tunnel tests are made available to interested designers in the aircraft industry.

The problems of flutter and vibration become critical as the performance of airplanes increases. Continuous study and investigation of such problems is maintained to promote safety and to insure success in new designs. The airplane structure, control surfaces, engine, propeller, and even instruments and equipment installed throughout the structure are subject to careful check to avoid vibration frequencies and amplitudes which might lead to destruction of all or part of the airplane.

The possibilities of using various materials and methods of fabrication are under constant study. Experimental wings and even complete airplanes have been procured to determine the relative efficiencies of plywood, stainless steel, magnesium alloy, etc. Other projects investigated include spot welding of various alloys, the use of hollow and explosive rivets, modifications of structural design and simplification of fabrication methods.

Rapid advances have been made in the art of aerial photography and the materials and processes involved therein. The development of night photography utilizing flash bombs and of color photography for detecting camouflage has progressed well beyond the former state of the art. Means have been developed for rapidly processing exposed film and for quickly producing maps from aerial photographs.

A continuous investigation has been conducted by means of laboratory pressure chambers and actual flights to determine the effects of flight at all attainable altitudes on human efficiency. As a result, new and improved oxygen breathing apparatus has been developed and criteria have been established for the functioning of airplane pressure cabins. Since the success of a military mission depends largely on the

effectiveness of the combat crew, it is necessary to provide every reasonable means to prevent undue fatigue or exhaustion.

To be successful, the modern combat airplane must rely to a great extent on durable and accurate instruments. Developments during the past year have brought about improvement in the various engine instruments, vital to the safe operation of high-powered aircraft power plants. To enable the pilot to fly in all types of weather, flight instruments and radio equipment have been improved. Instruments of navigation, which permit long range airplanes to reach a distant objective, have been refined.

To enable a large combat force to operate in the field, great numbers of devices are required to permit rapid servicing and maintenance. Hence, facilities have been developed which provide for performing ground work in minimum time. Included are mobile field repair units for handling major repairs, small machine shop trailers for minor repairs, work shelters for crews, maintenance tool stands for mechanics, jacks for hoisting while servicing tires or landing gear, airplane paulins to protect against the accumulation of frost and ice, mechanics' clothing, engine heaters, gasoline generator units, fuel servicing trucks and many other items. The problems of ground equipment can never be neglected since the complexity of modern airplanes requires that constant and efficient ground service be maintained. Portable steel mats have been developed to permit rapid laying of runways on soggy fields.

Outstanding developments in the field of aircraft armament were made during the past year. The general trend in these developments has been toward the adoption of larger caliber and an increased number of machine guns and aircraft cannon for both offensive and defensive purposes. Installation arrangements were determined for both Bombardment and Pursuit type aircraft employing increased ammunition allowances, charging devices, and other apparatus necessary to the effective use of such installation. Substantial results were obtained in the development of gun sights applicable to use with both fixed and flexibly mounted machine guns, some of which instruments incorporate corrections for variants encountered in aerial gunnery, particularly ballistics, lead and range determination. Substantial advances were also made in the design of machine gun installations employing power-operated turrets or other type cockpit enclosures for application

especially to various positions on Bombardment airplanes. Material advancement was accomplished in the design of fixed sighting equipment applicable to Pursuit, Fighter and Attack or Light Bombardment type airplanes. Extensive research studies and test programs were executed in connection with the development of the above projects with special reference to gun mounting problems and provision of recoil absorption devices applied to both fixed and flexible positions of small caliber machine guns and aircraft cannon. Such accessories have been reduced to practical form and assembly arrangements with a view to quantity production of such devices as required to equip future airplanes of the types in which both fixed and flexibly-mounted machine guns and cannon are installed. This program has involved extensive coordination with commercial supply sources and the Ordnance Department, particularly with reference to modifications of equipment required to accommodate the use of more recently developed machine guns and aircraft cannon. Improvements in cyclic rate and increased muzzle velocities have been subject to extensive development work by the Ordnance Department.

Developments in bombing equipment during the past year have resulted in advanced designs of the following items: Design of racks for use in carrying and releasing quantities of fragmentation or other small size bombs from the Bombardment airplanes in which the original installation provided only for the use of demolition bombs. Continued development of automatic releasing mechanisms includes improvement in intervalometers which control the spacing of successive bombs released in train. Improvements in bomb shackle designs which provide for carrying increased bomb sizes by means of necessary units in which weight and manufacturing difficulties have been reduced. Increased simplification of bomb rack and control mechanism design, as a result of which larger portions of bomb rack and control assemblies become contractor-furnished and are types particularly suited to the airplane model.

As a result of extensive studies and tests, specific requirements have been established for armor plate protection for both pilot and crew in Bombardment and Pursuit type airplanes. Special attention has been given to obtaining maximum degree of protection with the minimum involvement of increased weight. Installation of such equipment is now being made in all modern type airplanes undergoing procurement.

A continual plea of the airplane designer attempting to obtain high per-

formance is for more powerful engines. To keep up to date, the engines used in airplanes are subjected to a constant process of development. Newly designed engines which are ground and flight-tested to prove soundness, usually can be increased in horsepower by from 20 to 30 per cent over a period of several years of service use. When the ultimate is reached for a particular type engine, a new design becomes necessary. Both liquid and air-cooled engines are being developed. To parallel the increased power, superchargers, pumps, carburetors, magnetos, and other accessories are continually improved.

In general, a new design or propeller is required for each radical change in airplane or engine design. The development of propellers has continued to meet the requirements of new airplanes and engines. The outstanding features of new propeller designs are full feathering, constant speed controls, hollow hubs which permit an aircraft cannon to fire through the center, and improved speed governors. Other developments include fabrication of hollow steel blades, molded cuffs or fairing to increase efficiency, and means to prevent the formation of ice on the blades. Constant speed and controllable propellers under development are actuated by hydraulic, electric, or mechanical linkage devices. As with airplanes, the new developments in propellers vary from small to large, some being 18 feet in diameter.

Special effort has been directed toward the development of synthetic or substitute materials to replace those which might be difficult to supply under wartime conditions. Synthetic fabrics of certain types have been tested and approved as a substitute for parachute silk and for use in corded tires. Certain cotton materials have been developed as a substitute for linen webbing used in parachute harnesses. A synthetic fabric is being developed as a substitute for present fabric control surface covering. Various metal alloys have been investigated to determine suitability for aircraft structures and parts. These include magnesium, beryllium, stainless steel, and various aluminum and steel compositions. Suitable paints for camouflage have been produced and tested.

The new engine test laboratory has come near to completion. Equipment is being delivered and installed. The new 20-foot high speed wind tunnel is also rapidly taking shape and will ultimately become a valuable source of aerodynamic information. Plans have been made for further expansion of the experimental plant in order to provide facilities

for maintaining a development program which will provide military aircraft second to none in quality, performance and effectiveness.

Issue and Maintenance

The supply organization of the Air Corps, the Field Service Section, launched a widespread program of construction at the several Air Corps depots where supplies and maintenance of the Army Air Corps' airplanes are centered.

The latest design in large repair docks is being built at Fairfield and San Antonio Air Depots. This type of building will be used to house Transport Squadron airplanes and airplanes of the tactical groups in for overhaul.

Airplane repair buildings of the latest type are being constructed at Mobile, Ogden, Panama, and Hawaiian Air Depots. These buildings consist of large airplane repair docks with shop, and fuselage progressive repair areas located between. This building provides for the shop facilities necessary for the overhauling of all types of airplanes. The principal facilities being the sheet metal shop, machine shop, heat treating, plating, wood shop, stock and tool rooms, and many small related units.

A new equipment repair building has been designed which includes all of the latest features necessary for the proper overhaul of precision equipment. This building is completely air-conditioned and, in addition to the precision equipment, provides for the overhaul and repair of parachutes. This type of building is proposed for Middletown Air Depot and all new air depots which will be constructed in the future.

An engine repair building has been designed which provides sufficient floor space for the repair of 2400 airplane engine units a year. This building has been planned with a view of mass overhaul. This type building is now under construction at San Antonio Air Depot, Mobile Air Depot, Panama Air Depot, Hawaii Air Depot, Ogden Air Depot, and it is proposed for all depots to be constructed in the future.

A building has been designed for the repair of all aircraft radio equipment. This building is fully air-conditioned and is provided with all the facilities necessary for the repair of such equipment. A building for this type is proposed for all Air Corps depots.

In addition to the above, other buildings have been designed, such as Air Corps Reclamation, Depot Supply Warehouse, Chemical Warehouse, Paint, Oil, and Dope Warehouse and Air Freight Terminal. These buildings include all of the latest features required for the ac-

tivity concerned and are being constructed at many of the present Air Corps Depots and at the new Air Corps Depots. A contemplated increase of from 500 per cent to 600 per cent in civilian personnel required for the operation of the repair and supply depots has been planned to care for the increased operation of aircraft incident to the Aviation Expansion Program.

The Supply Branch of the Field Service Section has been materially expanded in order to meet the Air Corps Expansion Program requirements. This expansion has been necessary, first, to determine equipment and supply requirements; second, to initiate procurement for the required items; and, third, to effect proper distribution and storage of the supplies as received from contractors.

It has been necessary to expand greatly all branches of the Field Service Section during the calendar year to administer the technical and supply matters involved in the procurement and distribution of supplies and equipment for new organizations and stations. The procurement of this equipment during the Fiscal Year 1941 will involve over ten times the amount of funds spent for similar purposes during the preceding Fiscal Year.

President Roosevelt's tour of inspection at Wright Field on October 12th climaxed an unusually large number of visits of Government officials and committees. Earlier in the year, 450 West Point Cadets were flown to Wright Field in Army transports.

Four awards were conferred in recognition of accomplishment in the Materiel Division. Captains Samuel R. Harris, Jr., George E. Price and Mr. Raymond Whitney received the Distinguished Flying Cross for extraordinary valor and achievement during aerial flights. For work in the field of aviation medicine, Captain Harry G. Armstrong shared in the Collier Trophy Award.

With an average of 81 airplanes available, 17,937 hours of flying were logged, of which 3117 hours were test flights. Registrations by manufacturers' representatives on official business calls exceeded 50,000.

Military and civilian personnel were increased approximately 70 per cent since the end of 1939, increasing the present military strength to 316 and civilian to 3580.

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The Kelly Field News Letter Correspondent reports that two new Squadrons, (75th and 76th) are being activated at that field for transfer to Ellington Field, Houston, Texas.

STATE LEGISLATOR BECOMES FLYING CADET

Believed to be the only State Legislator ever to become an Air Corps Flying Cadet, Mason D. Harrell recently reported to the primary training detachment at Cal-Aero Academy's Ontario, Calif., field.

For two years a member of the Texas House of Representatives, Mr. Harrell retired from politics to enter the Air Corps. Upon graduating from the University of Texas in 1938, he was elected to the Legislature at the age of twenty-three and became the State's youngest lawmaker. He served continuously until the present time.

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CONGRESSMEN INSPECT CANAL DEFENSES

Congressmen Joseph W. Byrns, Tenn.; Thomas E. Martin, Iowa, and Forrest A. Harrelas, Ind. all of the House Military Affairs Committee, and Congressman J. C. Garritt, of Penna., member of the Foreign Affairs Committee, inspected the defenses of the Panama Canal following their arrival there on December 11th.

The visitors spent one day touring the Coast Artillery defenses of the Pacific side, with the personal guidance of Major General Sanderford Jarman. They started at Fort Amador and the Fortified Islands, proceeded to Howard Field, with its construction activities, followed by an operational demonstration of the big guns at Fort Kobbe and anti-aircraft batteries. After a lunch in the jungles with the anti-aircraft men, General Jarman and the Congressional party ended their inspection of the day at Madden Dam.

On the following day, December 13th, the Congressional party called in the morning on Lieut. General Van Voorhis at Quarry Heights. They were then escorted by Brigadier General W.E. Frosner on an inspection of barracks and other installations of the Panama Mobile Force at Fort Clayton and Camp Paraiso. Colonel W.E. Danielson greeted the visitors at the Construction Quartermaster's office, where the supervisory activities in connection with the extensive military construction program are concentrated.

Brigadier General Douglas B. Netherwood then conducted the visitors from Albrook Field on an aerial tour of the establishments of the Panama Air Force, including France Field and Rio Hato. The party was expected to pay a visit to the construction activity at Pedro Miguel Locks in the afternoon and then leave the following day to inspect military establishments on the Atlantic side.

ACTIVATION OF 15TH PURSUIT GROUP

The 15th Pursuit Group (F), latest unit of the 14th Pursuit Wing, Air Corps, was activated on December 1, 1940, under the command of Major Clyde K. Rich, A.C. Comprising Hqrs. and Hqrs. Squadron, 45th, 46th and 47th Pursuit Squadrons (F), the Group, manned by personnel from both Hickam and Wheeler Fields, moved into "Tent City" at Wheeler Field on December 2nd.

The command of the new Group passed from Major Rich to Captain Lorry N. Tindal, A.C., on December 6th, following the transfer of Major Rich to the 18th Pursuit Group (Int.) as its Commanding Officer.

Commanding officers of the individual squadrons of the 15th Pursuit Group are as follows:

Hqrs. and Hqrs. Squadron - 2nd Lieut. William E. Hubbard, II, A.C.

45th Pursuit Squadron, Captain Aaron W. Tyer, A.C.

46th Pursuit Squadron, Captain Thomas C. Musgrave, Jr., A.C.

47th Pursuit Squadron, Captain Gordon H. Austin, A.C.

Additional officer personnel, secured from other squadrons by transfer, follows:

Second Lieutenants John C. Wilkins, Air Corps; Howard H. Cords, Neal R. Day, William F. Martin, John Thogerson, Air Reserve; Albert D. Cummings, A.G. Res.; and Russel S. Quaintance, Inf. Res.

From the Mainland, via transport, the arrival of some 230 recruits swelled the roles of the several organizations. They will be turned over to the squadrons for training as potential Air Corps specialists.

Activities of the Group have been limited, of necessity, to setting up the various Staff sections, organization and housing problems, and other details incidental to the formation of a new unit. A great deal of pride, however, is felt at the unusual spirit of satisfaction and high morale evidenced by all personnel under conditions which may hardly be termed excellent. The manner in which little problems are met and solved bodes well for the future efficiency and morale of the 15th Pursuit Group (F).

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A Colonel's wife sent the following note to Capt. Greene:

"Col. and Mrs. Brown request the pleasure of Capt. Greene's company to dinner on September 15th."

To which she received the following reply:

"With the exception of five men on leave and three on sick list, Capt. Greene's company will take great pleasure in accepting your invitation."

- Davenport, Iowa, DEMOCRAT.

OBSERVANCE OF NATIONAL AVIATION DAY

The 36th Pursuit Group (Interceptor) included in its training schedule for December 17th a rendezvous at Kitty Hawk, N.C., in tribute to the first flight by the Wright Brothers on this date in 1903. At the exact minute of the first flight, the twelve airplanes representing the 36th Pursuit Group flew over the beautiful monument - 10:30 a.m.

This was probably the last opportunity the 36th Pursuit Group pilots will have for some time to pay this tribute to the aviation pioneers, since that organization was scheduled to sail for Puerto Rico the first part of January, 1941.

Major Ned Schramm, Air Corps, is Commanding Officer of the Group. Squadron Commanders participating in the flight were Major Glenn Barcus, Captains John Stevenson, Charles G. Harrington and 1st Lieut. James B League, Jr.

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GENERAL BROOKS ASSUMES COMMAND OF WESTOVER FIELD.

Brigadier General John B. Brooks, until recently Commanding Officer of Randolph Field, Texas, assumed command of Westover Field, Chicopee Falls, Mass., on January 6, 1941. He relieved Colonel Richard H. Ballard as Commanding Officer, and he will command the 4th Bombardment Wing when it moves to Westover and Bangor, Me., early this Spring. Meanwhile, General Brooks will spend much of his time between Westover Field and Bangor, where a supplementary base will be located. At noon, January 6th, General Brooks was formally introduced to his officers at a simple ceremony at the air base. He and Mrs. Brooks will make their home in Holyoke, Mass.

The first official act by General Brooks was to name Colonel Ballard as Executive Officer. This will have the effect of leaving the latter in charge of the administration of the field just as he has been since his arrival at this field last October. In addition to commanding the field, General Brooks will be in direct charge of the tactical units both at Westover Field and at Bangor.

Westover Field will be the site of a recruit reception center to which draftees in the 1st Corps Area will be sent. It will function in the same manner as the one at Fort Devens, and will receive newly inducted draftees from various parts of New England. Construction of buildings to handle 1,000 enlisted men is to begin shortly.

V-8698, A.C.

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SUBSTRATOSPHERE TRAINING FOR ARMY AIR CORPS COMBAT CREWS
By the Materiel Division Correspondent

The opening of a school for the instruction of Air Corps officers in the new techniques of high-altitude flight with emphasis on the use of oxygen equipment was recently announced by the Air Corps Materiel Division, Wright Field, Ohio. The School is being conducted by the Wright Field Aero Medical Research Laboratory, under the direction of Captain Otis C. Benson, Jr.,* chief of the laboratory.

At Wright Field to begin the course are thirty officers from tactical and training centers of the Air Corps in various parts of the nation. They are taking a week's intensive training, including practical demonstrations in a huge altitude pressure chamber and in actual flight to altitudes of 30,000 feet.

The course is the first of four identical ones to be offered in successive weeks to groups of thirty Air Corps and Medical Corps officers, so that a total of 120 officers will have received the specialized training at the completion of the school. These officers are picked men, who will be supplied with copies of the lectures delivered during the course, to be taken back to their respective stations. The officers will then serve as instructors at their stations to pilots, Flying Cadets, and other flying personnel in the various techniques of high-altitude flight.

The School is the first of its kind ever conducted by the Army Air Corps. It is an outgrowth of the increasing importance of substratosphere flying in war tactics and maneuvers. Observations from European air battles indicate a constant trend toward the upper levels by Bombers and the interceptor planes which must combat them. As a result, instructions in the use of oxygen equipment and conducting various military operations in high-altitude flight are expected to become an integral part of Air Corps training within a short time.

"Existing Information on High Altitude Operations" will be the subject of a lecture by Captain R.S. Kelsey, Wright Field test pilot and engineer, recently returned from assignment to London as observer of the Battle of Britain. Major Turner A. Sims will describe performances of present and projected airplanes at high altitude.

*Captain Benson is co-author with Walter M. Boothby and W. Randolph Lovelace, II, of the article "High Altitude and Its Effect on the Human Body," published in this and the previous issue.

Captain Frank R. Cook will report on physical characteristics of the atmosphere in relation to high altitude flight. Captain Rudolph Fink will discuss and demonstrate oxygen and pressurized equipment.

Captain Benson will discuss "Parachute Escape at High Altitude," "Altitude Sickness and Air Sickness," and "Pilot Fatigue." Mr. Frank G. Manson, Wright Field equipment engineer, will discuss electrically-heated flying clothing.

Assisting Captain Benson in the lectures on the physiological aspects of flight in the upper levels are Dr. J.W. Heim, Dr. John F. Hall, Jr., and Dr. Ernest A. Pinson, of the Aero Medical Laboratory.

Technical lectures and demonstrations will consider the circulatory and respiratory systems, effects of cold and heat on the body, blood gases, aeroembolism, an ailment caused by too rapid ascent into the higher altitudes, carbon monoxide poisoning, effects of low barometric pressure on nasal sinuses, the middle ear and gastro-intestinal tract and similar subjects.

A series of demonstrations with the 40-foot altitude pressure chamber, in which the effects of high-altitude flight can be reproduced by a process which reduces the density of air within the chamber to that of any desired altitude, will be conducted. These will be climaxed by a reproduction of an ascent to an altitude of 38,000 feet conducted with members of the visiting classes as subjects, each equipped with proper oxygen masks and equipment to supply the additional oxygen needed at such a high altitude. In groups of ten, the visiting officers also will be taken aloft in a big Army Bomber to altitudes of around 30,000 feet for a mass test of the new oxygen equipment in high-altitude flight, and will receive instruction in the proper use of the oxygen equipment.

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The following-named officers were relieved from duty at Randolph Field, Tex., January 15, 1941, and assigned to duty at the Air Corps Basic Flying School at San Angelo, Texas: First Lieut. Don D. Cascio, 2nd Lieuts. Joseph W. Alley, Foyce J. Anderson, Malvern H.W. Brown, Elton B. Burns, Jr., Robert T. Calhoun, Beverly E. Carmack, Horace S. Carswell, Jr., Robert I. Choate, Leonard S. Dugger, George A. Edwards, John C. Fallon, Francis B. Gowdy, Guy B. Gray, John K. Hardy, George W. Harris, Jr.

THE HAWAIIAN AIR FORCE

The Hawaiian Air Force was activated on November 1, 1940, under the command of Major General Frederick L. Martin. Officers on the Staff are as follows:

Chief of Staff: Colonel W.O. Ryan;
Lieut. Colonel C.L. Bertholf, A.G.D.,
Adjutant General and A.C. of S., G-1;
Lieut. Colonel E.W. Raley, A.C. of
S., G-2;

Lieut. Colonel W.J. Flood, A.C. of S.,
G-4;

Lieut. Colonel R. Beam, (AC) I.G.D.,
Inspector General;

Major A.F. Hegenberger, A.C. of S.,
G-3;

Captain R. Rhudy, C.O., Hqrs. and
Hqrs. Squadron, H.A.F., and Assistant
to the A.C. of S., G-4;

Captain R.B. Landry, Aide-de-Camp to
the Commanding General, and Assistant
to the A.C. of S., G-3.

Special Staff Officers are: Lieut.
Colonel C.I. Hopper, A.C., Signal
Officer; Lieut. Colonel A.B. Custis,
C.D., Ordnance Officer; Major M.E.
Jennings, C.W.S., Chemical Officer;
Major R.J. Erickson, A.G. Res., Assis-
tant Adjutant General.

The Headquarters of the Hawaiian Air
Force at present is located at Fort
Shafter, T.H., in a building formerly
occupied by bachelor officers of that
post.

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THE 22ND BOMBARDMENT GROUP

After being separated since activa-
tion almost a year ago, the various
units of the 2nd Bombardment Group (M),
GHQ Air Force, came out of their isolat-
ion and rendezvoused at Langley Field,
Va., on November 15, 1940. Since that
time personnel of the Group have been
hard at work organizing, becoming fa-
miliar with their new surroundings and
carrying out as much tactical training
as limited equipment permitted.

The officer personnel of the Group
are enumerated, as follows:

Group Staff:

Lieut. Colonel John I. Moore; Majors
Homer B. Chandler, Francis B. Valentine,
Samuel W. Van Meter, Captains Fay P.
Upthegrove, David P. Laubach, Millard
L. Haskin, Dolf E. Muehleisen, Air
Corps; Captain Wesley N. Gordon, C.A.C.
Res.; 1st Lieut. Paul Waterman, 2nd
Lieuts. Walter L. Callahan and Forrest
R. Harsh, Air Reserve.

Hqrs. and Hqrs. Squadron:

Major Jack C. Hodgson, Captain Ralph
E. Koon, 1st Lieut. Roger E. Phelan,
Air Corps; 2nd Lieuts. Roger E. Phelan,
Craig E. Walling, Louis K. Jacobs, John
L. Richardson and Thomas R. Waddleton,

Air Reserve.

2nd Bombardment Squadron:

Captains Hoyt L. Prindle, William L.
Lee, Air Corps; 1st Lieuts. Richard C.
Kugel, Otto B. McIver, Air Reserve;
Raymond T. Peterson, John L. Sullivan,
Edward R. Casey, Air Corps; 2nd Lieuts.
Winifred O. Craft, James P. Collins, Jr.,
Willis C. Bumgarner, John F. Sharp,
James H. Thompson, Air Reserve.

19th Bombardment Squadron:

Captains Kingston E. Tibbetts, Charles
E. Wheatley, Eugene P. Mussett, Air
Corps; 1st Lieuts. Hugh P. Manson, Jr.,
Air Corps, Arthur Y. Snell, Air Reserve;
2nd Lieuts. Waldemar L. Hawkins, Walter
P. Maiersperger, LeRoy L. Stefonowicz,
John J. Doerr, Albert J. Moye, Franklin
S. Allen, Jr., and Charles A. Martin,
Air Reserve.

33rd Bombardment Squadron:

Captains William Ball, Irving B.
Selby, 1st Lieuts. George R. Anderson,
William A. Garnett, Air Corps; 2nd
Lieuts. Thomas P. Bacon, William W.
Ottinger, William J. Headrick, Jr.,
John L. Fitzgerald, Jr., Berkeley J.
Springfield and Robert E. Smith, Air
Reserve.

A change is scheduled to take place
on January 15, 1941. The 22nd Bombard-
ment Group will form the 13th and 38th
Bombardment Group (M) GHQ Air Force,
eventually scheduled to go to Orlando,
Fla., and Jackson, Miss., respectively.

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MACDILL FIELD NEARING COMPLETION

MacDill Field, Tampa, Fla., is rapid-
ly taking on the appearance of a finish-
ed airrome, and the framework of the
second hangar to be erected is gradu-
ally nearing completion. From the air
one can see permanent roads and build-
ings springing up amid the maze of tem-
porary construction work. The long,
wide runways are being cleared of all
obstacles, as it is rumored that the
Bombardment planes will be transferred
to MacDill Field from nearby Drew Field
within a fortnight. In fact, all that
is lacking to make the field a service-
able dyed-in-the-wool airport is a net-
work of high tension wires and a string
of telephone poles around its borders,
with a few air-space reservations scat-
tered here and there.

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Second Lieuts. George O. Hubler,
Charles M. Kirkland, Harold E. Moore,
Tex M. Risher, Leland C. Schubert, Lloyd
W. Sheppard, Wm. V. Taylor and Oliver
Turner were relieved from duty at Ran-
dolph Field, Texas, and assigned to
duty at the Basic Flying School, San
Angelo, Texas, effective January 15, 1941.

PROGRESS OF CONSTRUCTION WORK AT AIR CORPS FIELDS

Southeast Air Corps Training Center
Construction work in the Southeast Air Corps Training Center, involving expenditures in excess of \$1,500,000, is to be shifted shortly from the supervision of the Quartermaster Corps to the Army Engineer Corps, with headquarters at Mobile, Ala.

The Mobile district will have charge of work at Atlanta; Maxwell Field, Ala.; Meridian, Miss.; Montgomery, Ala., Municipal Airport; the new Southeast Air Depot, Mobile, Ala.; Selma, Ala.; Tallahassee, Fla., and Eglin Field, Valparaiso, Fla. This is in line with a recent War Department order directing the Corps of Engineers to take over all Air Corps construction work, except that in Panama.

Among the larger projects now under way in the Southeast Air Corps Training Center are the construction of hangars, barracks and auxiliary buildings and the grading of landing fields at the Montgomery Municipal Airport, Selma, and Eglin Field, also the construction of a number of barracks and mess halls at Maxwell Field.

A pecan grove is rapidly becoming "home" to 2,000 fledglings Army flyers out on the Wetumpka highway. A golf course is being sheared of its traps and mounds to make a flying field. Miles of power lines, gas mains, water pipes and streets have been laid out.

Preparation for national defense calls for speed, and there can be no "Slow Men at Work" jokes about this WPA project. All the construction there has taken place since September 1, 1940. The project is days - in some instances weeks - ahead of schedule.

The 34 barracks of the Air Corps Basic Flying School, Montgomery Municipal Airport, Ala., are 70 percent complete, and construction officers add with pride that only 40 percent of the funds appropriated for the project has been spent.

The long stucco buildings have been set in the midst of a pecan grove, but not a single tree has been cut down. Only 50 trees have been moved, and these have been carefully replanted in more advantageous places.

By some lucky planning years ago, the thousands of pecan trees were set out in perfectly straight lines, and the barracks have been built between each two lines of trees, so that each window looks out on two rows of pecans. The buildings were planned for the setting and the effect pleasing far beyond the usual bounds of utility. The grounds

are being graded and grass seed will be sown as soon as the construction is finished.

In addition to the 34 barracks now nearing completion, appropriation is expected shortly to add 20 new buildings to the Basic Flying School. There will be seven more barracks, four mess halls and recreation rooms, three squadron administration buildings, one disciplinary barracks and fire station, one field infirmary, one post exchange and theater, two combination supply and recreation rooms and a communication building.

The buildings now under way run back three-fourths of a mile from the Wetumpka Highway. An average of 1100 men are on the job every day rushing the project to completion. The project has had a remarkable record of safety, for there has not been a serious accident there during the entire period of construction.

Only five percent of the workers are not certified for WPA help. Of the unskilled labor there, many have learned trades such as brick laying and tile setting on this job, and will be prepared for better positions when the project is completed.

A millwork shop on the grounds supplies all the window and door frames, and a railroad spur running to the project adds to speed and efficiency. Progress since the beginning has been the equivalent of one completed barrack building a day, notwithstanding the fact that care has been given to such details as ringing with brick each tree in places where the grade has been changed.

Each barrack is a long, narrow, stucco on hollow tile building, 187 by 32 feet, with a screened porch running its entire front length. Each has ten individual rooms, each two rooms connected by a bath. The roofs are red asphalt composition shingles, and the ceilings are of hard composition board, painted white. The interior walls are of white plaster.

Radiators and water tanks are heated with thermostatically controlled gas. The rooms were built to accommodate five men each.

Since construction is not completed, seven or eight men are now housed in each finished room. Each room is equipped with metal cots, two study desks and a row of metal lockers. Military neatness prevails.

In the mess hall, begun only three months ago, 200 men are now being fed each day.

The flying field is taking shape, dirt being moved at the rate of 9,000 cubic yards a day. But this is not an ordinary day, for men are working on the old municipal golf course 24 hours a day. Lights have been placed all over the field, and the machines used for the grading and filling stop only long enough to be lubricated and to change the operators.

Some 170 planes are now on the field, and this is its capacity in its present stage. Sixty additional planes are to be assigned to the field by Spring when the work thereon is completed. All the top soil from the field is being saved and will be placed on top of the raw red clay now exposed by the graders, and the entire field will be planted with grass seed. The workers pray for the rains to hold off until the grading is finished and the grass is planted.

Ryan School of Aeronautics, Hemet, Calif.

With more than \$25,000 being expended to give Hemet Field a new hangar, eleven new barracks, larger classrooms, larger dining hall, and possibly a small auditorium, workmen and machinery started operations the last week in December. The work thus started was in anticipation of the new class of 120 cadets scheduled to begin training on January 3rd. The building operations now in progress may be extended still further if subsequent classes prove to be as large or larger than the January class.

According to Ryan School authorities, the new hangar will house the Ryan monoplanes now on order.

Personnel of the Ryan School, already totaling nearly 140 persons, are expected to be substantially increased with the completion of the building program. The additional planes and the additional number of cadets will necessitate not only a large ground crew but will probably mean additional maintenance men, more instructors and additional office help.

Three additional landing fields have already been obtained to aid in cadet training facilities. One of the new fields is at Moreno and the other two near Perris. The purchases already made include several hundred acres of land and, with two more fields being considered by the Ryan officials, auxiliary landing space would not be wanting.

Mr. R. Douglas Mow, Ryan Business Manager at Hemet Field, has been looking over several moving picture sound projection sets which may possibly be used in the proposed auditorium.

With Hemet Field already being cited by Air Corps officials as a model plant, it will undoubtedly be THE model train-

ing school of the United States when present construction work is completed, according to the News Letter Correspondent.

Selfridge Field, Mich.

As officers at the 6th Pursuit Wing base at Selfridge Field completed plans for the activation of five new Air Corps Groups, construction of 65 housing and operations buildings entered its final phase. The \$666,000 temporary building project should be completed early in February, according to contractors' representatives.

With most of the window sash and doors installed, electricians, plumbers and sheet metal workers are well under way on their jobs. Refrigeration units and necessary insulation were being installed early in January, and work on kitchen installations has been started.

The paving of additional airplane runways and parking areas is approximately 90 percent completed. Additional night lighting and fuel distribution facilities for the flying field are practically completed.

Major General Julian L. Schley, Chief of Engineers, U.S. Army, completed his inspection of construction being rushed to completion at Selfridge Field on the occasion of his visit there on January 7, 1941. General Schley found the contractors well ahead of schedule on this \$666,000 temporary Air Corps construction project, and he expressed himself as well satisfied with the progress being made.

Colonel R.G. Barrows, district engineer of the Detroit area, under whose supervision Selfridge Field contracts have been since December 17, 1940, and Colonel P.S. Reinecke, District Engineer of the Lake Survey district, accompanied the Chief of Engineers on the inspection trip. They were conducted around the post by Brigadier General Henry B. Clagett, Commanding General of the 6th Pursuit Wing base, Selfridge Field.

Savannah Air Base, Savannah, Ga.

Work on the barracks and other construction at the Savannah Air Base is progressing rapidly, and it is expected that all the men will be housed in the new "City" very shortly.

Westover Field, Chicopee Falls, Mass.

Construction work at Westover Field was halted for a few days as the driving rain in the early part of January interfered with the workers.

A 750-gallon pumper has been ordered by the Quartermaster to increase the efficiency of the Fire Department. A 500-gallon pumper is already on the field.

V-8698, A.C.

High Altitude and Its Effect on the Human Body. II

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The Mayo Clinic

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COLD AND AEROEMBOLISM

Until recently, anoxia (lack of oxygen), the prevention of which has just been discussed, was the most serious physiologic condition that aeronautical engineering had to meet. Today, however, while anoxia is paramount, there are two other conditions that must be met.

C O L D

The prevention of exposure to cold is a factor which is within the sphere of the engineers to control and to remedy. If an aviator is not protected from cold then he must try to protect himself by shivering or exercising; muscular movement, of course, requires extra oxygen and therefore the aviator will be obliged to use the large amount indicated on the flowmeters for greater activity.

Flights at 30,000 or 40,000 feet require protection against cold of tremendous severity (-40° to -55°C. or -40° to -67°F.). In the Finnish campaign, flying was apparently carried out with ground temperatures of -40°C. Clothing alone, as pointed out by Matthews,¹⁰ will not protect the body at very low temperatures at high altitudes without adequate oxygen because the loss of heat from the lungs alone, by conduction and vaporization, will be in excess of what, under the circumstances, the body can furnish.

A E R O E M B O L I S M

The other great danger to an aviator is that of aeroembolism. This is not a new disease, but a new name, introduced by Armstrong, to indicate conveniently the well recognized and frequently fatal condition which afflicts divers and caisson workers. By them it is called caisson disease or bends.

If a glass of water is taken into a low pressure chamber, gas bubbles, like those of ginger ale, will start to form at elevations simulating those of about 18,000 feet and become, in rapid ascent, very numerous at 25,000 feet. Bubble formation will occur within the body, in the tissue fluids and in the blood stream if the ascent is rapid without proper preliminary decompression (or denitrogenation) by the inhalation of pure oxygen while at the same time actively exercising. Danger of aeroembolism begins at approximately 1/2 atmosphere (18,000 feet) although symptoms of sufficient intensity to be serious are infrequent below 30,000 feet, at least if too long a stay is not made at the high altitude.

There are several reasons why occurrence of aeroembolism in the past has been rare. The chief reason is that only recently have airplanes been able to ascend with sufficient speeds to altitudes above 18,000 feet; both speed of ascent and absolute altitude reached are factors concerned in the production of many bubbles. Half the total nitrogen in the body can be eliminated, according to Behnke,¹¹ in approximately forty minutes if the nitrogen in the inspired air is essentially zero as the result of the inhalation of pure oxygen, although eighty minutes are required to eliminate half of the nitrogen in the fatty

tissues. Therefore, during a normal ascent (around 1000 feet per minute to 18,000 feet) especially if the pilot starts breathing pure oxygen soon after taking off, a great deal of the nitrogen will be eliminated before the external partial pressure is less than half of the nitrogen pressure in the tissues, as the latter has been falling during the slow ascent. Another reason why the symptoms of the formation of air bubbles in aviators are less frequent than in divers and are less severe when they do occur, is that the actual mass of gas in the bodies of the former is very much less than that in the bodies of the latter. Under the normal pressure of 1 atmosphere, approximately 1 liter of nitrogen is dissolved in the body tissues; in aviation, therefore, in an ascent to 3/4 atmosphere, only 0.75 liter of nitrogen will be liberated into gas bubbles. However, in diving, with the total pressure equivalent to 4 atmospheres, and assuming the diver has been down long enough to be in approximate equilibrium with this pressure, 4 liters of nitrogen would be dissolved in the body fluids. Consequently on rapid ascent 3 liters instead of 0.75 liter of nitrogen would be available to form bubbles. Therefore, not only will the bubbles be larger in the case of the diver, but they will be much more numerous.

Another important fact which is of great benefit to the aviator is that descent is the best possible treatment and is automatic and spontaneous in his case. If a diver develops symptoms in coming up to the surface, he will have to be recompressed in a chamber and subsequently will have to be very slowly decompressed. A pilot might be paralyzed and made unconscious, following rapid ascent, by air bubbles at 35,000 feet and yet it is barely conceivable that by the time he had fallen to 10,000 feet he would have regained consciousness and be capable of pulling his plane out of the dive. The chances are, however, that he would crash.

P R E V E N T I O N O F A I R E M B O L I S M

Because of the serious dangers resulting from aeroembolism an attempt has been made to develop a practicable method for its prevention by means of decompression (or denitrogenation) with oxygen just before ascent. Up to the present in the low pressure chamber (Fig. 2), a total of 102 simulated ascents to an altitude of 30,000 feet or more using the B.L.B. apparatus have been made. Of these, eighty ascents were to 35,000 feet or more, thirty of them being to 40,000 feet. Although the simulated high altitudes as a rule were maintained for only a short time (ten to thirty minutes), in one instance two subjects remained at 35,000 feet for two hours and fifteen minutes without development of any untoward symptoms.

In some of the early ascents of the series a certain train of symptoms was observed which was considered suggestive of aeroembolism. These symptoms were light-headedness; smarting and stinging of the eyelids; formication or crawling sensation over the skin; and pains in the extremities, around the joints or along the tendon sheaths or nerve trunks. At no time have

any of the subjects been paralyzed, become unconscious or experienced any of the symptoms mentioned above in such severity as to cause alarm; however, as soon as any one or more of the above symptoms mentioned appeared, the ascent was not only immediately stopped but usually a descent of about 5000 feet, or until the symptoms disappeared, was effected.

Nearly all of the earlier simulated ascents were made without preliminary decompression and with the subject using oxygen with the B.L.B. apparatus at the rate of flow stated above to be appropriate for the actual elevation. Under these conditions, although the simulated ascents were slow, closely following the standard time table recommended by the navy for decompression of divers, the subjects frequently reported that at about 20,000 feet one or more of the symptoms mentioned appeared in very mild form. However, there was no positive evidence that the symptoms noted were due to aeroembolism. The indirect evidence was that after preliminary decompression with oxygen was begun, there were no longer any similar symptoms at these comparatively low altitudes. On the other hand, in some of the more recent experiments, there have been similar symptoms at a simulated altitude of from 30,000 to 40,000 feet, even after preliminary decompression with oxygen for forty to forty-five minutes, with the subject sitting.

The next step in the investigation was to combine inhalation of oxygen with exercise. It was then found that symptoms no longer occurred, even if the period of decompression was reduced to thirty minutes, provided the exercise was the equivalent of walking at 2 miles per hour on a treadmill accompanied by considerable movement of the arms. The symptoms occurred occasionally when the decompression time was shortened or the intensity of the exercise was decreased and the rapidity of ascent increased. The maximal rate of simulated ascent was 4700 feet per minute and was achieved without symptoms of aeroembolism; the subject had walked at the rate of 2 miles per hour for thirty minutes before ascent while inhaling 100 per cent oxygen continuously.

The authors believe that the various reports of symptoms developing after what was considered as adequate decompression with oxygen are due to the fact that either the subject did not receive 100 per cent oxygen or he did not inhale the oxygen while exercising with sufficient intensity for a long enough time to eliminate the nitrogen. In other words, the attempt at decompression was for some reason or other inadequate.

Behnke,¹¹ working in the Research Laboratory of the Diving Unit at the Washington Navy Yard, is the most recent investigator to study the rate of elimination of nitrogen from the body when oxygen is being inhaled. However, the experiments which he has reported have been carried out without the subject performing a material amount of exercise. The work at the Mayo Clinic on this problem has been in progress only for a short time and as yet too few experiments have been made to form the basis of a detailed report. The preliminary data, however, indicate an increase of from 50 to 100 per cent in the rate of elimination of nitrogen from the body while 100 per cent oxygen is being breathed as a result of the subjects' walking at the rate of 3 miles an hour instead of sitting down.

PARACHUTE DESCENT

There are three types of parachute jumps: (1) jumping very close to the ground such as has been developed for landing troops. (2) intermediate jumps, to save life, from elevations up to 20,000 or even 25,000 feet,

and (3) jumps also to save life, from heights as great as 35,000 or 40,000 feet.

The third kind of parachute jump only will be discussed here. Jumps from these heights are made whenever abandonment of the ship is necessary to save life. After the necessity arises for bailing out with probable injury to the oxygen supply, a minute probably would elapse before the preparations to jump can be completed. At an elevation much above 25,000 feet cerebral anoxia would be present at the end of a minute without oxygen and unconsciousness would begin to develop. Even if the aviator descended as a free falling body until he reached 20,000 feet, he would in the second minute become unconscious, and therefore, be unable to pull his rip cord, although he might come to and be able to do so during the last few thousand feet. On the other hand, if he pulled his rip cord within a few seconds after he left the plane, he would soon become unconscious and it would take from five to ten minutes to descend to an altitude at which he would have sufficient oxygen to regain consciousness. He still might not be able to do so because of too long an exposure. Therefore, a parachutist should be provided with special oxygen inhalation equipment for a parachute descent from high altitudes.



FIG. 8. B.L.B. oronasal inhalation apparatus for military use at high altitudes. NOTE: mouthpiece and automatic air regulator in main oxygen supply line and inset, mouthpiece in aviator's mouth for parachute descent. The oxygen supply cylinder with two single stage reducing valves, flowmeter and booster are shown.

Such an apparatus has been devised (Figs. 8 and 9) consisting of a small emergency cylinder of oxygen, special connections and mouthpiece. The emergency cylinder contains 34 liters, which is sufficient to last ten to fifteen minutes and to maintain consciousness. In fact, it is sufficient, if the aviator is

properly trained in its use, to maintain him in essentially normal condition during descent from 40,000 to 15,000 feet, at which height he will, of course, be safe. The emergency cylinder can be carried in a specially constructed and strongly reinforced pocket in his trouser leg. Under ordinary conditions this emergency cylinder is "by-passed" by the regular oxygen supply lines but it is instantly available by opening the valve and disconnecting, by means of a "bayonet" type of connector, the supply tube from the main oxygen tank.

As the mask probably would be blown away during the act of jumping out of the plane, it is necessary to supply a mouthpiece with an automatic sponge rubber expiratory-inspiratory valve which the aviator places in his mouth before jumping. This mouthpiece can be incorporated as a permanent fixture in the oxygen supply line, about 8 to 12 inches from the place it enters the reservoir bag of the B.L.B. inhalation apparatus. The aviator, after disconnecting his main supply line, pulls off his mask, disconnects it from the mouthpiece, grasps the mouthpiece firmly with his teeth, and opens the emergency cylinder valve and jumps. This procedure can be accomplished in a few seconds. Tests have been made with perfect ease insofar as the actual time element is connected from a simulated altitude of 35,000 feet, in a low pressure chamber, with descent at the calculated rate of a parachutist. As yet tests have not been made in an actual jump from a plane at a high altitude.

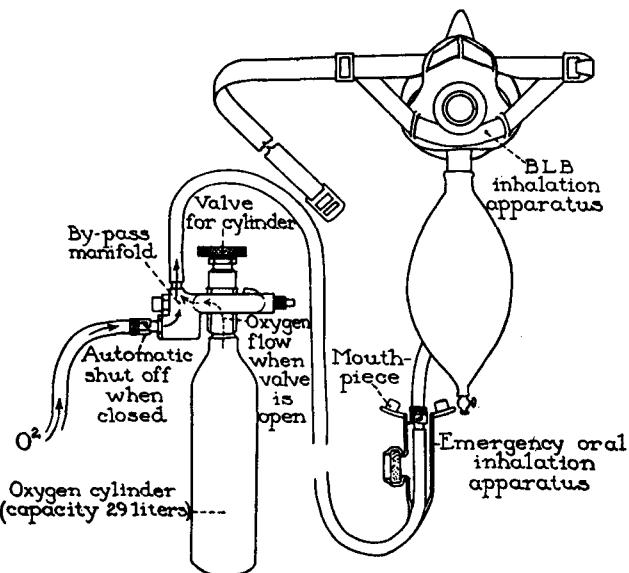


FIG. 9. Diagrammatic sketch of special arrangement of oxygen apparatus for emergency parachute descents from altitudes in excess of 30,000 feet.

MISCELLANEOUS PHYSIOLOGIC OBSERVATIONS

Eye. In conjunction with Cusick¹² the authors have found that decrease in barometric pressure equivalent to that at an altitude of 35,000 feet provided anoxia is prevented, does not produce any recognizable changes in the eye. Anoxia causes dilation of the vessels of the fundus with intensification of the blueness of the venous blood. If the anoxia is sufficiently great, the arterial blood can be demonstrated by color photography to be definitely bluish. Conversely, inhalation of 100 per cent oxygen at sea level causes the venous blood to become more arterial in character in spite of a definite but slight decrease in diameter of the arterioles.

Electrocardiogram. Decrease in barometric pressure causes no demonstrable alteration of the electrocardiogram provided anoxia is prevented; anoxia, regardless of the barometric pressure, produces its well-known characteristic changes.

Blood Pressure and Pulse Rate. Decrease in barometric pressure causes little or no change either in pulse rate or blood pressure if observations are made under the same degree of activity and without anoxia.

Oxygen Consumption, Rate of Respiration and Rate of Ventilation. These are all essentially unaffected by changes in barometric pressure provided the development of anoxia is prevented by inhalation of oxygen. The data showing this are summarized in Fig. 10.

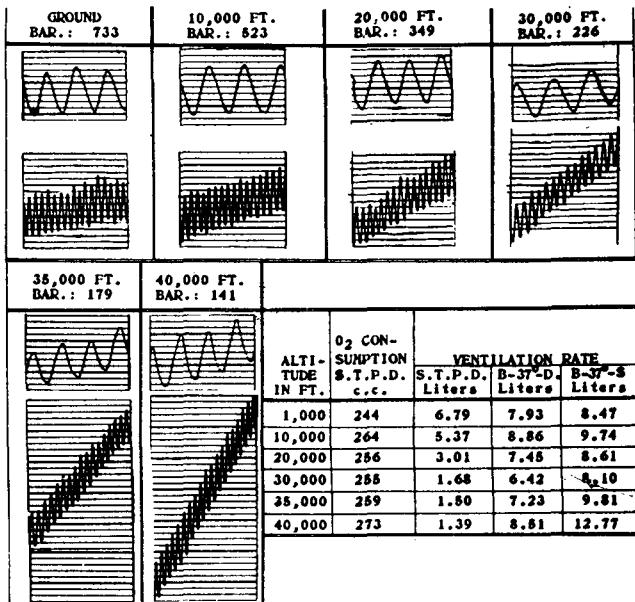


FIG. 10. Respiratory curves, oxygen consumption, and ventilation rate at various altitudes.

In the course of this paper several references have been made to the fact, well known to physiologists, that lack of oxygen is not a respiratory stimulant and that a subject will show no distress and slight increase in rate or depth of respiration from continuing to breathe decreasing concentrations of oxygen. This is illustrated in Fig. 11a and is very important to aviators because flyers may become unconscious at high altitudes without knowing they are in danger. At the end of the experiment the subject was very cyanotic (blue) due to lack of oxygen and was already beginning to lose consciousness and would have done so completely in another few seconds if the experiment had not been terminated instantly; the great danger was the fact that he did not realize that he was in danger because he experienced no discomfort or distress even toward the end of the experiment. This entire experiment was only about twenty-seven minutes long; and the subject of the experiment was above the simulated altitude of 15,000 feet only six minutes - a continuation of another minute and the subject might have collapsed from which he might not have recovered. This is a dangerous type of experiment to conduct and should only be done by physicians thoroughly conversant with these dangers.

Contrast the results of this experiment with those shown in Fig. 11b where the respirations are markedly increased with great respiratory discomfort and distress as a result of increase in carbon dioxide from rebreathing oxygen without removal of the carbon di-

oxide by soda lime. Carbon dioxide, through the fact that it increases the hydrogen-ion concentration of the blood, is the chief regulator of the respiratory mechanism as was shown in 1905 by Haldane and Priestly.¹³

Effect of Reduction of Pressure on the Middle Ear. As A.D. Tuttle of United Air Lines has remarked, the distress and pain caused from increasing external pressure on the outer surfaces of the ear drum in descent is one of the most serious annoyances to passengers with which commercial airlines have to contend. The distress is due to the fact that the pressure inside the middle ear cannot be equalized by passage of air up through the Eustachian tube because the latter is partially or completely blocked. Lovelace, Mayo, and Boothby⁸ have shown that the acute condition as well as the aero-otitis media which arises from this cause and persists for hours after landing frequently can be relieved by the inhalation of mixtures of helium and oxygen. If the Eustachian tube is nearly but not completely blocked, the helium may be able to pass up through the constricted tube more quickly than nitrogen. The reason for this is that the weight or size of the helium molecule is a seventh that of the nitrogen molecule and can therefore diffuse through the constricted tube much more rapidly.

In military aviation the use of helium is impracticable. Many individuals can learn by experience how to utilize the muscles attached to, or surrounding, the Eustachian tube in order to open up its valve-like orifice. Practice in doing this can best be obtained during the training period in low pressure chambers.

RESPIRATORY CURVES DECREASING O₂ CONCENTRATION.

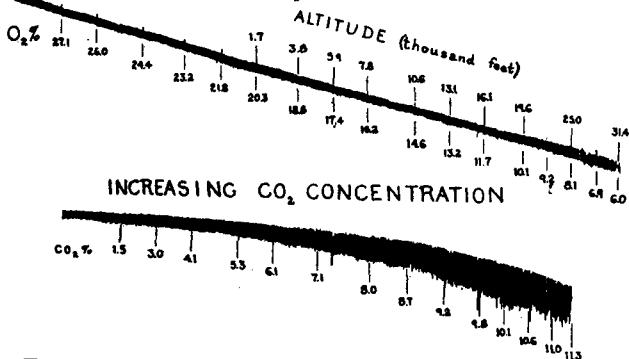


FIG. 11. Respiratory curve; a (upper), effect of breathing decreasing concentrations of oxygen; b (lower), effect of breathing increasing concentrations of carbon dioxide (with ample oxygen).

However, if the Eustachian tubes become completely closed, the aviator must be grounded or an adequate opening in the ear drum made surgically to prevent excruciating pain in descent.

Attention is directed to the fact that unless an equal pressure can be maintained in both middle ears, the aviator's sense of equilibrium may be so seriously disturbed that he is likely to fly improperly, usually with one wing down; therefore, if one ear drum ruptures spontaneously, the other may have to be treated surgically if the corresponding Eustachian tube is obstructed.

* However only pure oxygen should be supplied aviators; they should not be provided with tanks of oxygen to which small percentages of carbon dioxide have been added.

Pneumothorax. Some individuals may unknowingly have an accumulation of air or gas in the pleural cavity. In most instances, however, they will be aware of the fact, because artificial pneumothorax frequently is intentionally induced by injection of air into the pleural cavity in the treatment of pulmonary tuberculosis. Naturally as elevation increases the volume of the gas in the pleural cavity expands and will cause undesirable and possibly dangerous pressure on the lungs, heart, and diaphragm. In consequence patients with pneumothorax should not fly, at least shortly after a refill. A patient with bilateral pneumothorax should never enter an airplane.

Intestinal gases. The gases in the stomach and intestines expand on ascent. The volume of such gas would at 18,000 feet be double and at a little over 30,000 feet would be nearly four times its original volume. This expansion naturally causes considerable distress and if marked will interfere with respiration. Gas-forming foods like beans should be avoided. If there is difficulty in getting rid of the gas by natural processes, considerable help can be obtained by taking 1 or 2 tablets of animal charcoal; this is an efficient absorbent for gases. Stewardesses on airlines should have these available in case a passenger has much distress from gas.

The Blackout. An investigation of the "blackout" or the effects of acceleration and of centrifugal force has not been carried out by the Mayo Clinic. For an excellent presentation of this subject, the reader is referred to references 2 and 14.

MISCELLANEOUS ENGINEERING OBSERVATIONS ASSOCIATED WITH OXYGEN ADMINISTRATION

Reducing valves (regulators) and flowmeters used for oxygen administration are definitely affected by changes in barometric pressure and by cold; therefore they must be carefully calibrated under such conditions. Apparatus for carrying out calibration tests is comparatively easy to construct in any well-equipped laboratory. For small instruments a glass bell jar placed on a steel plate raised about 4 inches above the table allows for control taps and vacuum attachment to the under side.

It is well to call the attention of the users as well as the manufacturers to the fact that barometric changes greatly influence the rate of flow obtained from a given setting of any type of reducing valve or regulator. The change in rate of flow is caused by the change in barometric pressure from 15 pounds per square inch at sea level to less than 4 pounds per square inch at about 1/4 atmosphere on the face of the diaphragm exposed to the air.

The reason the aviator should know about this peculiarity of reducing valves is as follows: The pilot of a combat plane may be sitting quietly and flying along at 20,000 feet with his rate of oxygen flow properly set for the B.L.B. apparatus for his actual elevation at 1.0 liter per minute. His alveolar oxygen pressure would therefore be normal. Suddenly he sights an enemy plane and starts to climb but forgets to increase his oxygen flow; under these conditions by the time he reached 30,000 feet the ordinary type of reducing valve would be delivering less oxygen than at 20,000 feet; in fact, the two stage regulator which we tested would deliver only about 0.85 liters per minute at 30,000 feet instead of the 1.0 liters per minute which it had been giving at 20,000 feet. As 1.7 liters per minute are required to maintain normal alveolar oxygen at 30,000 feet, the aviator would be in a precarious condition from insufficient oxygen. Conversely, if a reducing valve is set to deliver 2.1

liters at 35,000 feet, and the aviator descends to 10,000 feet, the flow may be increased by 50 per cent to around 3.0 liters when he needs only 0.5 liter, thus wasting his oxygen reserve. Attempts are being made to develop a "booster" which will automatically compensate correctly for changes in altitude; unfortunately none which are sufficiently simple and rugged to withstand actual military work are at present available. In the meantime these facts must be impressed on all aviators during their training period. The magnitude of these flow changes should be determined for all types of reducing valves or regulators used in aviation.

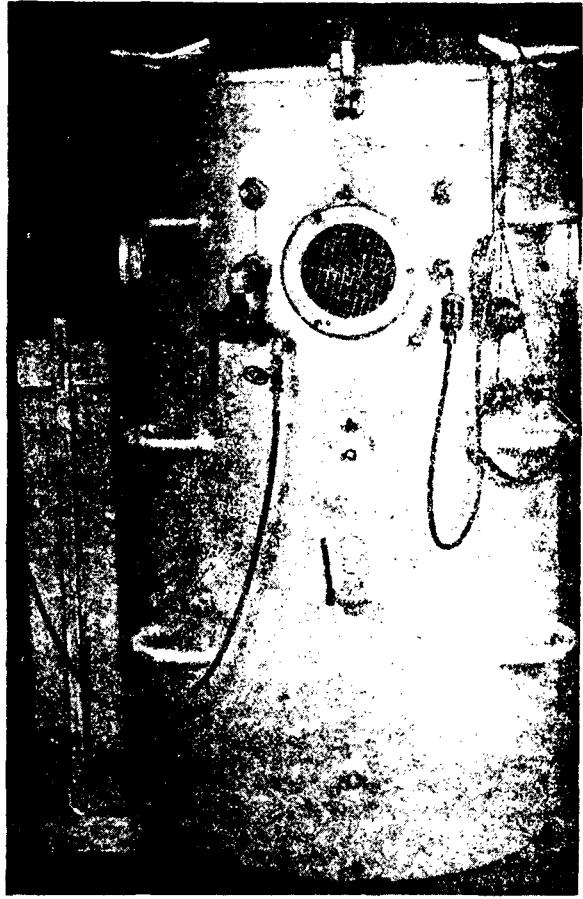


FIG. 12. Individual low pressure chamber for training aviators.

Flowmeters also will be affected by changes in altitude. Each type must be calibrated to indicate the proper minimal (aviator, inactive) and maximal (aviator, very active) rates of flow for each altitude. Such calibration can be carried out conveniently in a small low pressure chamber. Also whether or not low temperatures (-50°C .) seriously affect the amount recorded as delivered must be determined. If, at cold temperatures, the amount of oxygen delivered increases as much as 25 per cent, this change can be neglected. However, if any particular flowmeter should deliver even as little as 10 per cent less oxygen than that needed for any given altitude, then proper methods of correcting for this change must be provided. A slight excess delivered will do no harm, but a slight insufficiency must be avoided.

Flowmeters are of two types: The first type is known as the kinetic type in which the actual flow of oxygen

is measured by a float of some type in a glass tube. Its advantage is that it measures actual flow and does not indicate a flow unless the oxygen is actually flowing. The second type is a pressure flowmeter which indicates the pressure in the pipe line or low pressure chamber of the reducing valve and indicates that a certain rate of flow of oxygen will be delivered if the special sized porthole does not happen to be stopped up. The disadvantage, which is believed to be a real danger, of this static type of flowmeter is that it indicates that oxygen is flowing whether it is actually doing so or not.

TRAINING OF AVIATORS IN THE CARE OF THE HUMAN MACHINE IN THE AIR

The immense program for developing national defense contemplates the training of large numbers of aviators. The schools for aviation will be numerous and large; the instruction given will cover a wide range of subjects of which none will be more important than the training of the student aviators in the care of their own human machines in the air.

Even the training of aviators in taking care of themselves covers such a broad field and includes such different and entirely unrelated subjects as the effects of anoxia and of acceleration and centrifugal force that both research and basic training must be handled by different groups of investigators and instructors.

TYPES OF COURSES

At least three distinct types of courses must be developed: (1) comprehensive courses to train flight surgeons to establish and conduct elementary training courses at schools of aviation, (2) short advanced courses for full-fledged operating pilots and crews, in addition to the regular continuous review training programs already set up, and (3) elementary courses for pilot cadets and other flight personnel; as an aid in eliminating the unfit, these should be scheduled early in the training period while still on the ground.

All types of courses must be similar in basic principles whether they are run by the Army, by the Navy, by the Civil Aeronautics Authority, or by the commercial air lines. In no way should research be mixed up with training. After the initial stages of developing a proper course have been passed through, the laboratories and personnel connected with research in aviation medicine must be separated and kept distinct from those concerned with training, except at the higher centers of command. There the new facts brought out by the research staff should be weighed and correlated; subsequently appropriate changes in training methods should be ordered.

LECTURES

The material presented in this paper would, in conjunction with other similar work, form the basis of a series of lectures illustrated by charts, lantern slides, and practical demonstrations on the subjects of anoxemia and aeroembolism.

LOW PRESSURE CHAMBER

The chief part of the course would be practical training in the low pressure chamber. First of all, the students should be taught how to use their muscles to keep their Eustachian tubes open on fast ascents and descents. Then they should find out at what level they become anoxic and incapable of carrying out simple tests of the code type. They should be taught how to decompress by inhalation of 100 per cent oxygen during active exercise preliminary to ascent and they should be taken to a simulated high altitude rapidly and shown that when properly decompressed and properly supplied with oxygen they can

go to high altitudes with safety.

In the advanced military courses aviators should be given practical experience and extensive practice in the chamber in the use of the oxygen equipment at altitudes between 30,000 and 40,000 feet including manipulation of the special oxygen equipment for emergency or parachute descents.

A chamber of medium size (6 feet long and $4\frac{1}{2}$ feet in diameter) is sufficiently large for nearly all types of research problems, and can also be used for training purposes. However, specifically for use in training, groups of small pressure chambers just large enough to hold one student are preferable. The instructor would be in the front of a semicircle of ten or twelve of these small tanks; student assistants would be available to supervise each one or two chambers. The instructor would be connected with the pupils inside each small tank by telephone, over which he would give his explanations and orders. Each student would control the elevation inside his own pressure chamber according to orders. The chief duty of the student assistant outside the chambers would be to take over the controls in case a student inside fainted, lost his head, or collapsed from other causes. Groups of ten individual low pressure chambers, each costing with electric motor and vacuum pump approximately \$250, could be installed for a total cost which would be probably less than the cost of the installation of a chamber sufficiently large to accommodate ten students with an instructor. The increased flexibility of groups of individual chambers for different types of instruction and for varying sized classes would be an important consideration.

It must always be remembered, too, that if there are several individuals in one large chamber, at least one of the students is likely to have ear trouble thus necessitating a very slow descent and delaying the work of both instructor and the other students. The fainting of one member of the class could be much more conveniently handled in the individual chamber with the help of the student assistant without interruption of the work of the other students, as would be the case in the large chamber.

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PROGRESS OF FLYING TRAINING AT MONTGOMERY, ALABAMA

Writing under date of January 2, 1941, the News Letter Correspondent of the Air Corps Basic Flying School at Montgomery, Ala., states that a new class of Air Corps Flying Cadets is expected to arrive on that date and will increase the number of Cadets by more than 200. With the arrival of the new class, 41-D, the present class, 41-C, is expected to graduate from the Basic Flying School in four or five weeks. The holidays and several days of bad weather has delayed training of the class, but with the class already getting ahead of its schedule, this time will soon be made up.

The long awaited day for the Flying Cadets finally arrived when the Group Order was published listing the promotions of the outstanding Cadets to Captains and Lieutenants. Flying Cadet S.A. Adger was appointed Group Commander (Captain); A.J. Fisher, W.C. Higgins, and J.E. O'Neal as Captains; A.D. Burns, R.L. Lucas, R.T. Thompson, L.C. Long, E.W. Thomas, W.A. Krell, R.L. Stevens, J.L. Burke, E.G. Dueringer, F. Sharpless, G.K. Close, K.A. Gaskin, W.A. McAfee and R.C. Rawl as Lieutenants. Cadet Krell was designated as Group Adjutant and F. Sharpless as Group Supply Officer.

Two hundred enlisted men will probably be sent to the Air Corps Technical Schools after the holidays are over. When these men return after their course of instruction is completed, the Basic Flying School will have one of the best, if not the best, group of experienced personnel in the Air Corps.

The construction of the post, begun in August, continues at a rapid rate. At the present time the buildings are approximately 80% completed, and the work of turning the Montgomery Municipal golf course into a flying field has come up to 40%. This work has been the cause of much wailing and gnashing of teeth on the part of the many civilians; their pet moan was "you're playing hob with the best course in the State."

Work on the buildings and air field was slightly held up during the past week by heavy rainfall.

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NEW SQUADRONS FORMED AT MITCHEL FIELD.

Under the War Department expansion program, which was conceived and planned early in 1940, the basic units of the new wings are rapidly being formed. In accordance with instructions from the Commanding General of the 2nd Wing, Langley Field, Va., the following units were activated as of December 18, 1940, and are at Mitchel Field, L.I., New York:

Headquarters and Headquarters of the Northeast Air District;

Headquarters and Headquarters Squadron of the 7th Pursuit Wing, GHQ Air Force; and

Headquarters and Headquarters Squadron of the 4th Bombardment Wing, GHQ Air Force.

Headquarters and Headquarters Squadron of the Northeast Air District, with an initial strength of 200 enlisted men taken from the Air Corps Detachment and the 2nd Air Base Group (R), is under the command of Major Peter C. Borre, who was formerly in command of the Recruit Training Section of Mitchel Field. This unit will probably be transferred in the near future to Hartford, Conn., which has been tentatively selected as headquarters of the Northeast Air District.

Headquarters and Headquarters Squadron of the 7th Pursuit Wing will remain at Mitchel Field and is under the command of Captain A.J. Kerwin Malone. The organization consists of 26 men and has taken over two barracks and a storeroom on the West side of the parade grounds. The authorized strength is 147, and the Squadron will no doubt have more buildings in the near future.

Captain Malone, who is Base S-2 and Public Relations Officer, will be relieved of his base assignments and become Wing S-2 in addition to his duties as Commanding Officer of Headquarters and Headquarters Squadron of the 7th Pursuit Wing.

Headquarters and Headquarters Squadron of the 4th Bombardment Wing, GHQ Air Force, is commanded by Major Daniel Irwin who, up until this time, has been the Commanding Officer of Headquarters and Headquarters Squadron of the 2nd Air Base Group. This Headquarters and Headquarters Squadron will be moved to Westover Field, Chicopee Falls, Mass., when the 4th Wing is activated.

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FLIGHTS BETWEEN PANAMA AND SOUTH AMERICA

A flight of two B-18 Bombers from France Field, under the command of Major William R. Sweeley, departed from Talara, Peru, on the morning of December 13, 1940, enroute to the Panama Canal

Zone. Major Hector Minano, Sub-Director of the Peruvian Infantry School at Lima, Peru, was aboard as a passenger.

Members of the crew, in addition to Major Sweeley, were Captain Clarence M. Sartain and 2nd Lieut. Thomas R. Ford, Air Corps; 2nd Lieuts. Wm. L. Herblin, Paul D. Wood and Harold A. Bullock, Air Reserve; Master Sgt. Harry Glascock and Sgt. William Moroz, 25th Bombardment Squadron; Staff Sgts. Charles A. Johnson and Arthur L. Vietinghoff, of Hqrs. and Hqrs. Squadron, 6th Bombardment Group.

The flight had departed from the Canal Zone on December 9th for Lima, with an overnight stop scheduled at Quito, Ecuador. Two Peruvian Army officers returned to Lima as passengers - Captains Samuel Morante Jara and Louis Cayo Murillo.

The two B-18's arrived at France Field at 3:00 o'clock on the afternoon of December 13th. On board as passengers were Major Carlos A. Minano, Infantry, and Captain Victor Arce Manrique, Air Corps, of the Peruvian Army, who expect to remain in the Canal Zone some time as observers in order to inspect it and certain of its installations. Both of these officers have received an extensive background of military training, and their special capabilities have been recognized in Peru by their employment as instructors at Officers' Staff Schools. Major Minano is interested for his government in our application of military principles to all phases of the land, sea and air defense of the Panama Canal. Captain Manrique will be particularly concerned during his stay in analyzing the organization, operations, and equipment of all the various units of the Panama Air Force.

Three Bombardment planes of the 9th Bombardment Group, under the command of Captain Gerald E. Williams, returned to the Canal Zone from Quito, Ecuador, by the way of Guayaquil, at 5:30 p.m., December 18th. This courtesy flight, in commemoration of the Pan-American Aviation Day, had arrived in Quito at noon on Monday, the 16th.

About sixty prominent Ecuadorian officials were taken as passengers on local flights in the vicinity of Quito, including the Minister of National Defense, Minister of Navy, and various ranking Army and Navy officers.

The officers of the flight were entertained at a reception at the U.S. Legation on Monday evening, and were guests at an official ball, sponsored by the Ecuadorian Air Force, where they met the President of Ecuador, his cabinet, and ranking military and naval officers.

(Continued on Page 19)

FLYING TRAINING ACTIVITIES

SOUTHEAST AIR CORPS TRAINING CENTER

Advanced Flying School, Maxwell Field.

Colonel Floyd E. Galloway, Commandant of the Advanced Flying School, Maxwell Field, Ala., was recently advised by the Chief of the Air Corps that ten classes would be assigned to this unit of the Southeast Air Corps Training Center during 1941. The communication did not state how many students would be enrolled in each class, but made it known that, under present plans, classes would begin on January 4th, February 15th, March 22nd, May 3rd, June 7th, July 19th, August 23rd, October 4th, November 8th and December 20th. The present class at the Advanced Flying School includes two Regular Army officers and 102 Flying Cadets.

This class is now engaged on extended cross-country flights. The missions include Maxwell Field, with intermediate landings at Meridian and Birmingham, a distance of about 370 miles, requiring about 2 hours and 50 minutes; Maxwell Field to Tallahassee, Fla., and return, and Maxwell Field to Birmingham and Atlanta, and return.

Several of the 32 additional second lieutenants of the Air Reserve, who were ordered to Maxwell Field for duty as instructors, beginning January 2nd, arrived in Montgomery from Kelly Field. All were expected to arrive well before January 2nd to permit the school to begin training its second class.

The instructors are: 2nd Lieuts. Oscar R. Berney, Jr., McFate E. Beveridge, Luther C. Christman, George C. Darby, Jr., Clarence C. Fowler, Andrew F. Gordon, Vilmer A. Hardesty, Kenneth K. Howenstein, Hohn Koklus, Samuel R. McDaniell, Jr., Marion A. Miller, David J. Nolan, Richard L. Randolph, Robert A. Smith, Edward L. Van Allen, John W. Wright, Elman J. Beth, Frederick W. Caton, Virgil M. Cloyd, Jr., Alphens E. Forsman, Walter R. George, William L. Hall, William A. Herrmann, Frank G. Jones, Robert H. Larson, Wm. A. McWhorter, Dallas L. Morris, Stuart K. Oliver, Harold W. Richardson, John J. Surwiec, Rayford B. Whitley, Jr., and Lewis J. Wright.

The students entering the Advanced Flying School on January 2nd, following the completion of their Basic Flying course at Montgomery Municipal Airport, include 41 student officers, graduates of the June, 1940, class at the U.S. Military Academy. Basic Flying School officials stated that this class of 164 students completed its work there eight days ahead of the original schedule.

Specialized Flying School, Selma, Ala.:

The transfer of about 700 officers and men from Maxwell Field to the Specialized Flying School at Selma, Ala., was begun on December 29th, and the movement was scheduled to be completed in several days. The men were transported by motor convoy.

Units moved to the Specialized School are the 90th and 92nd School Squadrons and the 67th Air Base Group, less the Second Materiel Squadron. Most of these men have been in training at Maxwell Field for the last few months.

Bombardier and Pursuit training will be given at the Air Corps Specialized Flying School at Selma, which is one of several large units under the jurisdiction of the Southeast Air Corps Training Center, Maxwell Field.

GULF COAST AIR CORPS TRAINING CENTER

Advanced Flying School, Kelly Field, Tex.

The largest class of Cadets to enter Kelly Field, Texas, in recent years, numbering 294, reported on December 23rd for advanced flying training. Also reporting with this class were 15 officers of the Regular Army, making the total number of students in the class 309.

The activities at Kelly Field were slowed down appreciably during the holidays. Many of the commissioned and enlisted personnel took advantage of leaves and furloughs to visit with their home folks. The Flying Cadets who graduated on December 20th were limited to travel distances of only one hundred miles from the field, and had to report in every day.

WEST COAST AIR CORPS TRAINING CENTER

Basic Flying School, Moffett Field, Calif.

Setting up a record never before duplicated by any class taking training at an Air Corps flying school, Class 41-B left a mark for successive classes to shoot at when its members left Moffett Field on January 1st for Stockton, Calif., to pursue their advanced training.

Of the 120 students originally reporting at Moffett Field, comprising 26 student officers and 94 Flying Cadets, only three men were eliminated - one student officer and one cadet for physical disability, and one cadet for lack of aptitude. Two members of the class were held over for a later class due to illness.

Only one minor accident marred the record of this unusual class, and this merely consisted of a damaged wing tip. There was not a single instance where a student or an instructor suffered in-

jury during the ten weeks the class was at Moffett Field.

According to Colonel E.B. Lyon, Commandant of the West Coast Air Corps Basic Flying School, the record is a tribute to the local field, as well as to the schools where the students received their primary instruction. Capt. T.J. Meyer, Director of Training, his staff of instructors on the faculty, and the crews of enlisted personnel who maintained the ships, were all commanded by Colonel Lyon for their part in making the new record possible. Brigadier General Henry W. Harms, Commanding General of the West Coast Air Corps Training Center, also expressed himself as highly pleased with the record set by the class, which he described as exceptional in comparison with any previous class record.

During their ten weeks at Moffett Field, the group acquired approximately 7500 hours in the air; about 3400 hours dual time and the balance solo time. In addition to their flight training, the students completed more than 90 hours of classroom work, including meteorology, radio code, airplane engines, military law and radio communication, plus all of the infantry drill they must go through.

To broaden the scope of the pilot training program, and at the same time permit the training of a much larger number of men than at present, the establishment of six new training centers is planned, according to a statement recently made by Brigadier General Henry W. Harms, Commanding General of the West Coast Air Corps Training Center.

Recommendations have been made for sites for the schools, but no definite action has been taken as yet towards putting them into operation. The original announcement called for the establishment of three more civilian elementary flying schools; one more basic flying school, similar to the one at Moffett Field; one new two-engine advanced school and one new single-engine advanced school. In addition, the Stockton School is to be converted into a two-engine school. Mather Field, Sacramento, Calif., already the location of the Sacramento Air Depot, where major engine repairs are handled, will be the other two-engine school. A school for instruction in the art of flexible gunnery will also be set up as part of the training.

In place of the five weeks of training with the tactical units, as is the custom now, pilots who have completed their advanced work and have received their wings and commission will be given special work at the advanced schools.

This is expected to cut down the special training time by one-half through the elimination of the transportation of the student from one school to another or to and from a tactical unit at some other field.

The addition of the three new civilian elementary flying schools will make a total of nine on the West Coast and, with the others added throughout the country, bring the nation's total to 29.

The establishment of the new two-engine schools has been made necessary by the advent of twin-motored Pursuit interceptors and other light two-engine planes, and has made necessary some training methods to acquaint pilots with the operation of multi-motored planes. In the past, only pilots with considerable time in the air have been turned into pilots for multi-motored planes.

Ryan School of Aeronautics.

The large Flying Cadet enrollment, starting January 4, 1941, will necessitate a considerable increase in the number of instructors, maintenance men and other civilian employees. At present, the instructional staff at the new branch pilot training school at Hemet, Calif., includes 32 pilots and 6 technical instructors. Many additional pilots are now in training, taking the advanced 25-hour instructors' course designed to bring them up to the standard required by Ryan and the Air Corps for flight instructors working on the cadet training program. Sixty-six maintenance and overhaul mechanics are now employed at Hemet, but this staff, too, will be augmented immediately.

Mr. R. Douglas Maw is the business manager at the Hemet School for Ryan, and Captain Lloyd P. Hopwood is Commanding Officer of the Air Corps Training Detachment.

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Pan-American Flights (From Page 17)

Personnel on the flight were, in addition to Captain Williams, Captain Byron E. Brugge, 1st Lieuts. Francis H. MacDuff, Harold J. Rau, Air Corps; 2nd Lieuts. Wm. E. Johnson, Jr., Donald K. Brandon, Peter Smally and Carl F. Walter, Air Res.; Tech. Sgts. Frank H. Lord, Earl A. Leger, Sgt. Oscar J. Nelson, 1st Bombardment Squadron; Staff Sgt. Giles M. Putnam, Cpl. Robert L. Gehle, 99th Bombardment Squadron, and Pvt. 1st Cl. Svante B. Lijeroos, 5th Bombardment Squadron.

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Colonel Jacob W.S. Wuest, A.C., was relieved from duty at Langley Field, Va., and assigned to duty at Tallahassee, Fla.

20TH PURSUIT SQUADRON ARRIVES IN MANILA

At 4:00 p.m., October 30, 1940, the 20th Pursuit Squadron left Hamilton Field via truck convoy on the first leg of a journey to an unknown destination. The Squadron entrained at the Southern Pacific yards in San Francisco, and 30 minutes later was on the way to San Pedro.

The train arrived at the foot of the pier, where the S.S. WASHINGTON was docked, approximately at 8:00 p.m. We detrained at once and boarded the ship. The necessity of assigning quarters and seats in the dining salon delayed debarkation until 11:00 a.m. Once aboard the ship, troops were not permitted to go ashore without special permission. No one was allowed to leave the pier.

The ship sailed for Honolulu at 8:00 p.m., and the voyage was a quiet one, with fine weather every day. Troops passed the time playing quoits and shuffle-board, while officers amused themselves on the sun deck by engaging in deck tennis. We tied up at Honolulu at 6:30 a.m., November 5, 1940 and, after the ship was cleared of National Guardsmen, shore leaves were granted to all.

Members of the Squadron were aboard ship, ready to sail on the evening of November 7th, but we didn't put to sea until 6:00 a.m. the following day. We were headed for Shanghai.

Nine uneventful days followed and, with the exception of a few flying fish, a school of tuna, and a dozen or so of Booby terns, we saw no life. Due to the war, no ships were sighted until we were about a day out of Shanghai.

On that last day our waning interest was revived, for as we passed through the Southern Islands of Japan we sighted a few fishing boats and several rural steamers, of course, all Japanese.

The next morning we found ourselves in the murky waters of the Yantze River. Not long after picking up the pilot, we sighted shore, and by 11:00 a.m., we were steaming up the Whang Poo.

Evidence of human strife marked both banks of the river. Shattered buildings, concrete machine gun emplacements and Japanese soldiers afforded the proof.

We anchored about 12:30 p.m., still ignorant as to whether we'd be granted shore leave or not. Fortunately for us, it was, but unfortunately we were somewhat restricted due to the presence of the Japanese just outside the International Settlement.

At 3:00 p.m., November 19th, the 20th Pursuit Squadron, accompanied by 400 ex-missionary families, sailed for Manila. We disembarked at Manila the

morning of November 23rd, after having traveled 28 miles by truck, 470 miles by train, and 10,031 miles by steamer.

- The Nichols News.

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17TH PURSUIT FOLLOWS 20TH TO PHILIPPINES

Officers and men comprising the 17th Pursuit Squadron, from Selfridge Field, Mich., arrived in Manila on the morning of December 5, 1940. This organization, commanded by Major Kirtley J. Gregg, A.C., was assigned to station at Nichols Field.

The Squadron arrived aboard the U.S. Army Transport ETOLIN, which was at one time the flagship of the Matson Line, and was originally christened the MATSONIA. For many years she was the Queen luxury liner of the Pacific. This was her first trip to Manila. During the World War she was one of the principal transports which took thousands of soldiers to France. Five years ago she was sold to the Alaskan Packing Association, only recently having been chartered by the Army as a transport. Before this trip she made an uneventful voyage to Alaska with troops and materiel.

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AIR CORPS OFFICERS LEARNING SPANISH

Learning to say it in Spanish was scheduled to become part of the duty of every commissioned Air Corps officer of the Advanced Flying School, Maxwell Field, Ala. On orders of the Commandant, Colonel Floyd E. Galloway, officers were expected to enroll at once and to attend one class a week. Arrangements were made to have a room in Austin Hall available for classwork each Monday and Friday at 7:30 p.m. Students are to be required to remain in the class until they become sufficiently proficient "to make themselves understood" or "to understand ordinary conversational Spanish."

Increasing relations with Spanish-speaking nations has made it desirable that Air Corps officers be able to master the rudiments of Spanish.

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Having 350 airplanes in the air at one time would give the average airport official a bad case of the jitters, but at Randolph Field, Texas, it is termed "routine." An average of seven landings and seven take-offs are made every minute of the day. Field officials estimate that the 850 Flying Cadets make 3400 landings and take-offs every day.

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V-8698, A.C.

CIVIC GROUPS PROVIDE RECREATION CENTER

Civilians of San Rafael, Calif., the closest town to the Hamilton Field air base, have long felt that some recreational facilities should be made available in their town to the soldiers on pass. Recent increments of recruits have made such an arrangement even more desirable, and the citizens, working in cooperation with the Chaplain and the Morale Officer of the post, took positive action on the long brewing plans. At a luncheon attended by civic and social leaders, a committee was appointed to find quarters for a recreational center in the city. Hamilton Field was represented by Brigadier General Hilliard F. Harmon, Post Commander, and Major Walter C. White, Morale Officer, both of whom spoke briefly and expressed their appreciation of the efforts of the civilians to provide the much needed facilities for the enlisted men.

Less than a week after the committee was appointed, a large building had been found and work was started to install furniture, games, reading matter and other equipment. A formal opening was planned ten days after the first meeting of the committee, and was attended by a large group of civic leaders, officers of the post, and approximately 100 enlisted men, who arrived in Army trucks eager for the festivities. They were not disappointed, as a plentiful supply of refreshments was on hand, and they were greeted by a speech of welcome by the committee chairman.

The opening, attended by the press and well publicized, was declared a great success, and personnel of the base are looking forward with a great deal of pleasure to having a convenient advanced command post in town while on pass. All concerned have agreed that this step has done more to insure friendly, cordial relations between the soldiers and civilians than anything else that has been done since the establishment of the post in 1932.

Dances, athletic events, and various social activities are being planned in order to permit soldiers to form social contacts in town, and arrangements were made during the Christmas holidays to invite a number of enlisted men to San Rafael homes.

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NUCLEUS OF NEW ORGANIZATIONS FROM 2ND BOMBARDMENT GROUP PERSONNEL.

Once again the 2nd Bombardment Group, Langley Field, Va., is undergoing a "split up," akin to that of February, 1940, when there were formed from this Group the 25th and 29th Bombardment

Groups and the 41st Reconnaissance Squadron. The organizations being formed this time will be the 34th and 43rd Bombardment Groups, located at Westover Field, Chicopee Falls, Mass., and Bangor, Maine, respectively.

Some threnodial comments have already been heard concerning the prospective loss of experienced and noteworthy personnel. On December 5th, the following-named officers were transferred to the 2nd Bombardment Group: Captains Hoyt J. Prindle, David P. Laubach, Ralph E. Koon, William L. Lee, Millard L. Haslin, Irving R. Selby, 1st Lieuts. Arthur Y. Shell, William A. Garnett, Raymond T. Petersen, Otto B. McIver, George H. Anderson, Hugh B. Manscn, Roger E. Phelan, 2nd Lieuts. Waldemar L. Hawkins, Walter P. Maiersperger, Charles A. Martin, William W. Ottlinger, William J. Headrick, Craig E. Walling, Winfred O. Craft, John E. Fitzgerald. These officers are a fine addition to the 2nd Group, but to the 2nd Bombardment Group they are almost an irrepleivable loss.

On December 13th, another order was issued listing the officers transferred to form the cadres of the now embryonic organizations - the 34th and 43rd Bombardment Groups (H), the 38th Bombardment Group (M), and the 1st Reconnaissance Squadron (H), viz:

To the 34th Bombardment Group: Majors John W. Ryanan, Robert B. Williams, Captains Ford J. Lauer, Torgils G. Wold, John H. Sutherland, and 2nd Lieut.

Warren S. Wheeler;

43rd Bombardment Group: Major Harold D. Smith, Captains Howard Moore, John G. Fowler, 2nd Lieuts. Theodore R. Clinkcales, Luis A. Almeida and Joe G. Gillespie, Jr.

38th Bombardment Group: Major Herbert K. Frisley.

1st Reconnaissance Squadron: Captain William A. Matheny.

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ENLISTED MEN FORM FLYING CLUB

Staff Sergeant Earle Powers has organized a flying club amongst the personnel of the 22nd Pursuit Squadron (Interceptor), Langley Field, Va. The members of this club are Tech. Sgt. Arthur Wichert, Staff Sgt. Frank Castleitz, Sgts. H.R. Robinson, J.C. Knight, H.G. Hawk. These men own their Taylor "Cub" plane and carry on their flying activities during after duty hours and on Sundays. Sergeant Powers, who is the flying instructor, has over 800 hours to his credit, and most of his students are ready to solo. They perform their own engine maintenance. Flying is done from Newport News Airport. V-8638, A.C.

RADIO BROADCASTS

Langley Field got its turn at the microphone of the Blue Network series of national broadcasts on "Life in the Army" on December 27th, and the amateur talent among the thousands who wear the wings of the Army Air Corps at this air base staged a sort of theatrical tug-of-war for coveted position on the program in the Base Chapel on Friday evening, December 20th, at 7:00 o'clock.

The trick one-man orchestras, the corny tootlers, the lilting yodlers and the imitators and all their vaudevillian brothers and cousins paraded before the Langley Field and NBC talent scouts and judges a week before the broadcast in the crowded little chapel, in the hope that they might gain even a fleeting moment on the national hook-up from the Langley air center.

The series, which started December 20th at the big Infantry camp at Fort Dix, N.J., is intended to bring the home folks in intimate touch with their boys in the huge Army centers throughout the nation. Langley Field, with its teeming thousands of young men, had second spot on the schedule, which extends until March 14th, when the broadcast will be from Fort Lewis, Wash.

The audition on December 20th was open to the air base personnel without reservation. The process was to select a nicely varied list of events balanced so that some purely informative items about the air base and its functioning was sandwiched into the 30-minute program, and the audition lasted more than an hour.

Recreation authorities of Langley Field, who with the senior chaplain, Captain Charles I. Carpenter, were charged with scouting up the talent, reported a large response.

Among the talent and technical personnel of NBC who were on the field to direct the broadcast on the 27th from the NBC mobile broadcasting station was Lester O'Keefe, crack program director of Radio City, New York. Jeff Baker, announcer for WVAR, Norfolk, presided over the audition scramble of local talent and at the mike during the actual broadcast. Also present for the hook-up date were Don Whittemore and Jon Larson, NBC engineers, and Thomas Webber and Arthur Donnegan, press representatives of NBC. These technicians were on the field to take part in the broadcast on Christmas day.

A group of over 300 officers, their families and friends enjoyed the Vox Pop program from the Officers' Club at Mitchel Field, N.Y., on Thursday evening, January 9, 1941. The officers who

appeared on the program were Colonel Edward M. Morris, Captain Charles W. Stark, Lieuts. Mark E. Hubbard, Rush H. Willard, Robert N. Thayer and Max McNeil. From Colonel Morris on down, the boys all performed like veterans and, from all reports, the show was a real success.

All the officers did well enough to get themselves some nice new crisp one dollar bills, and Lieut. Thayer, by guessing closest to the number of cabinet members President Roosevelt has had since his inauguration, was awarded the grand prize of ten dollars. An additional prize of five dollars was offered for the contestant who could throw a toothpick the greatest distance. Captain Stark walked off with this prize by tossing the timber a total distance of 16 feet to establish a new "World's Record" for toothpick tossing.

After the broadcast, the announcers Parks Johnson and Wally Butterworth had an informal quiz for members of the audience, and James McNaughton, known as "Pottle" of radio fame, entertained with a few stories.

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MAXWELL FIELD ENLISTED MEN IN TRAINING FOR SERVICE IN PANAMA.

A temporary reduction of 600 Air Corps personnel at Maxwell Field, Ala., was recently effected by a War Department order transferring them to technical schools at Jefferson Barracks, Mo., prior to their assignment to duty in the Canal Zone.

These enlisted men in three approximately equal contingents left Maxwell Field on successive days, traveling by rail. The first contingent was under the command of 2nd Lieut. E.B. Bates, Cavalry Res.; the second, under Lieut. Major J. Martin, Field Artillery Res., and the third under Lieut. Colon S. Auvil, Inf. Res.

In addition to the officers in charge, each contingent was accompanied by four noncommissioned officers.

The technical schools are conducted by the Army to qualify its personnel as experts in the various technical and mechanical activities essential to military operations.

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The News Letter extends its appreciation to Mr. Henry Clark, who designed the cover featuring this issue. Mr. Clark, who is connected with the Craft Art Co., New York City, has produced cover designs for previous issues of the News Letter, and it is hoped to hear from him again in the near future.

V-8698, A.C.

FLYING CADET GRADUATES, CLASS 40-H, FROM KELLY FIELD, TEXAS

The following-named Flying Cadets, 270 in number, graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, on December 20, 1940, on which date they received their "Wings" and their commissions as second lieutenants in the Air Reserve:

Lanford, Spears Randall	Anniston, Ala.	Weaver, James Howard	Freeport, Ill.
Alexander, Joe Elden	Berry, Ala.	Tengst, Craig McClure	Galesburg, Ill.
Jackson, Eugene Randolph	Decatur, Ala.	Frank, Willis Turner	Jacksonville, Ill.
Mason, Reginald Hoyt	Eclectic, Ala.	Wynemiller, Price Perry	Naperville, Ill.
Turner, Ernest	Florala, Ala.	Stephens, Robert Glenn	Oak Park, Ill.
Granberry, John M., Jr.	Montgomery, Ala.	Thompson, Donald McLean	Oak Park, Ill.
DeBriere, Sidney Louis	Tuscaloosa, Ala.	Pixley, Gerald Elwyn	Ottawa, Ill.
Underwood, George William, Jr.	Unicntown, Ala.	Schinz, Albert William	Ottawa, Ill.
Merrill, Keith Nelson	Safford, Ariz.	Welsh, Russell J.J.	Ottawa, Ill.
Pierce, James Robert, Jr.	Ashdown, Ark.	Allison, Robert S.	Quincy, Ill.
Latourette, Harry Hayes	Jonesboro, Ark.	Morris, John Joseph	Oaklandon, Ill.
Morgan, Howard Whittfield	Monticello, Ark.	Seitzinger, Bernard K.	Brighton, Iowa
Pureta, Frank John, Jr.	Berkeley, Calif.	Benesh, Robert Horace	Cedar Rapids, Iowa
Ireland, Frederick Robert	Casualia, Calif.	Knight, James Wesley	Council Bluffs, Iowa
Martens, Robert Charles	Claremont, Calif.	Ereterton, James Knowles	Emmetsburg, Iowa
Huffman, Orland Glenn	El Cajon, Calif.	Irvin, Robert Bigelow	Estherville, Iowa
Fleming, Thomas Beck	Glendale, Calif.	Krebs, Lawrence Francis	Fonda, Iowa
Tavasti, Roy Emil	Glendale, Calif.	McDonald, Everett Arthur	Iowa City, Iowa
Pfeiffer, George, Jr.	Los Angeles, Calif.	Dusenbury, James Albert	Anthony, Kans.
Work, John Harrer	Long Beach, Calif.	Allard, Charles Arthur	Arkansas City, Kans.
McGarry, William Doyle	Los Angeles, Calif.	Burton, John Clement	Arkansas City, Kans.
McLaughlin, Fred Joseph	Los Angeles, Calif.	Anderson, Jack Fersling	Hutchinson, Kans.
Miller, Paul Burwell	Los Angeles, Calif.	McCowan, Morgan Samuel	Leoti, Kans.
Stoecker, Howard A.	Los Angeles, Calif.	Hoss, Jerome Harley	Ness City, Kans.
Haney, George William	March Field, Calif.	Callahan, Eugene Haile	Wichita, Kans.
Dempster, Kenneth C.	Oakland, Calif.	Kaiser, George Edward	Somerset, Ky.
Bachrach, Robert Irving	Oceanside, Calif.	Vose, Marshall Thompson	Farmington, Maine
Catton, Jack Joseph	Pacific Palisades, Calif.	Berryman, William Junior	Boston, Mass.
Conradi, Arthur, Jr.	Piedmont, Calif.	Newcombe, William Hervey	Fitchburg, Mass.
Martensen, Joan Keith	Pomona, Calif.	Crane, Vincent Mercer	Manchester, Mass.
Shea, John Henry	Riverside, Calif.	Curtis, Frank Mitchell, Jr.	Milton, Mass.
Hayes, James Frederick	Sacramento, Calif.	Cowdry, Burnham Webster	Needham, Mass.
Hayes, Jack William, Jr.	San Diego, Calif.	Dacey, Timothy John, Jr.	Newton, Mass.
Parker, Ben LaRue	San Diego, Calif.	Gehsiber, Leroy Adolph	Plymouth, Mass.
Gould, Robert A., Jr.	San Jose, Calif.	Bird, John Russell	Reading, Mass.
Piper, Preston	Santa Ana, Calif.	Handy, William John	Springfield, Mass.
Garland, William James	San Pedro, Calif.	Hockuberry, Frank Clayton	Springfield, Mass.
Stevenson, Herbert L.	Valley Springs, Calif.	Power, Walter Stanley	Waltham, Mass.
Whidden, Jack Davis	Van Nuys, Calif.	Stralser, Bernard Jeffa	Detroit, Mich.
Kimsey, William Lyle	Denver, Colo.	Walte, Arthur Ernie	Detroit, Mich.
Reddington, William Morris	Denver, Colo.	Gilmore, Edwin Bruce	Highland Park, Mich.
Abbin, Fred Mina	Bridgeport, Conn.	Chapel, Ralph Nelson	Jackson, Mich.
Carroll, Thomas Leonard	West Hartford, Conn.	Richmond, Vanley Osborn	Marshall, Mich.
Olsson, John S.	Woodbridge, Conn.	Neal, Robert William	Muskegon, Mich.
Gilbert, Roy	Fort Myers, Fla.	Hanson, Bertil Everett	Baudette, Minn.
Whidden, David Trubert	Sneads, Fla.	Messenger, Lester Charles	Minneapolis, Minn.
Clinkcales, Robert Stewart	Atlanta, Ga.	Haltart, Hugh Tyler	St. Paul, Minn.
Lanford, Horace Whaley	Atlanta, Ga.	Cunningham, John Borders, Jr.	Decorbrook, Miss.
O'Donnell, Anthony Joseph, Jr.	Atlanta, Ga.	Stewarts, William Sullivan	Picayune, Miss.
Wilson, Leon Portlock, Jr.	Atlanta, Ga.	Tallock, Walter Edward	Raleigh, Miss.
Moss, Robert Charles	Decatur, Ga.	Swindle, Estes Trigg, Jr.	Shaw, Miss.
Millar, John Robert, Jr.	Marietta, Ga.	Mitchell, Kelly Wori	Tunica, Miss.
Smith, Walter Anthony, Jr.	Savannah, Ga.	Stepleton, John Robert	Tunica, Miss.
Myers, Graves Trenholm, III	Summerville, Ga.	Chandler, Louis Dagonhardt	West Point, Miss.
Moeller, Berthold August, Jr.	Honolulu, T.H.	Reissaus, Charles Adolf	Cape Girardeau, Mo.
Allen, Barnett Stanford	Grace, Idaho	Henggeler, Francis Joseph	Clyde, Mo.
Witherspoon, William Lewis	Idaho Falls, Idaho	Doss, Edwin Allen	Desarge, Mo.
Plourd, Webster William	Chicago, Ill.	Avery, Albert James, Jr.	Kimmswick, Mo.
Brock, Richard Crawford	Chicago, Ill.	Ward, Charles Carroll	Holla, Mo.
Monaco, John, Jr.	Chicago, Ill.	Porter, John William	St. Louis, Mo.
Valorz, Edward Henry	Chicago, Ill.	Schwindler, John David, Jr.	Sturgeon, Mo.
Waskowitz, Frank Thomas	Effingham, Ill.	Van Haur, James Philip	Missoula, Mont.
Gravenhorst, Edward Henry	Evanston, Ill.	Hohenstein, William Nels	Jackson, Nebr.
Kinsley, Baxford Raymond		Etchemendy, John Michael	Gardnersville, Nevada
		Coteaga, Mitchell Antone	LoveLock, Nevada
		Parsons, William Albert	Reno, Nevada
		Wikstrom, Floyd Edward	Ren, Nevada
		Kinkel, Donald Elmer	Sparks, Nevada
		Beck, Howard Alfred	Livingston, N.J.

Fluharty, James Whately
 Ortega, Joseph Alcorio
 Shafer, Robert W. Rowland
 Davis, William Osborne
 Clark, Carlton Howard
 Kahan, Moe
 Sharp, Frank Allen
 Malone, Booth Goldsmith
 Perna, Anthony Joseph
 Ansley, Frank Abendroth
 Smith, Robert Harry
 Mead, Bruce Sloat
 Krieger, Andrew Edward, Jr.
 Connally, Martin Redmond
 Mesita, James Vincent
 Thomson, Archibald Millard, Jr.
 Hartbrodt, Fred Alex Vincent
 Allen, Claude Wisler
 Edwards, Charles Graham
 Friedman, Morris Nathan
 Theodos, Gus Dean
 Sather, Harley
 Steele, Donald Dale
 Newbauer, John Alvin
 Griffith, John Graham
 Levine, Robert
 Raudebaugh, Thomas Corwin
 Reese, William Griffith, Jr.
 Hamilton, Harry Gore
 Dale, Jack Dellmer
 Obert, David Louis
 Stockett, Marvin Mac
 Smith, Robert E.
 Albright, Clay
 Thompson, Francis Reuben
 Rice, Lewis Douglas
 Burke, Archie Maurice
 Stanton, Carroll Lane
 Culbertson, Kline Downing
 Jones, John Egbert
 Kelley, Wendell James
 Minor, John Warren, Jr.
 Lackey, John Woodrow
 Ballard, Carl Van
 Blanton, Nathaniel Hayne
 Levee, Douglas Bowen
 Walker, Foster Lanthe
 Bowlin, Paul Foret
 Jannsen, Edward Martin
 Smith, Paul B.
 Thorsen, James G.
 Bailey, Bryson Robert
 Madison, Robert Max
 Hutchinson, Thomas Dale
 Busch, Keith Nelson
 Patton, Clifford Porter
 Benson, Noel Stephen
 Williams, Richard Lane
 Parsons, Lewis Francis
 Goodyear, Elvin Earl
 Ingembutt, William Weeks
 Bonebrake, Robert Raymond
 Holzappel, Jerald Floyd
 Ellstrom, George Oliver
 Long, Robert Milton
 Long, Richard Norton
 Bell, John Howard
 Kruzel, Joseph John
 Bedle, Robert Lewis, Jr.
 Dendy, Julian, Jr.
 Priester, Norman Eugene, Jr.
 Townsend, John Clarence, Jr.

Penn's Grove, N.J.	Long, Langdon Dwight
Albuquerque, N.M.	Clark, Jack Cameron
Capitan, N.M.	Scott, Ray Lester
Bronx, N.Y.	Taylor, William Harrison
Eden, N.Y.	Olson, Clifford Butryx
Flushing, N.Y.	Evans, William Stewart
Hamburg, N.Y.	Allen, Wilbur Clinton, Jr.
Manhasset, N.Y.	Williamson, Jay Anderson
Mineola, N.Y.	Washburn, Walter Raleigh, Jr.
Niagara Falls, N.Y.	Dunca, Robert P.
Cneida, N.Y.	Houver, Robert
Roxbury, N.Y.	Lillard, James Warren
Salamanca, N.Y.	Wagner, Furlo Swift
Syracuse, N.Y.	Denson, Harvey Thomas, Jr.
Syracuse, N.Y.	Swenson, Edward
Walton, N.Y.	Winburn, Thomas Howard
Woodville, N.Y.	Anderson, Irvin George
Canford, N.C.	Frost, John, II
Wilmington, N.C.	Garrison, Eskelle Victor
Grand Forks, N.D.	Steedman, Edward Adolph
Rugby, N.D.	Moore, Wilson
Ryder, N.D.	Garland, Ben Allen
Akron, Ohio	Hale, Zefpra Iius
Bradford, Ohio	Wahlstrom, Norman Oliver
Cincinnati, Ohio	McChie, Richard Douglas, Jr.
Columbus, Ohio	Petersen, Guy
Dayton, Ohio	Hatch, Horace Eldridge
Grafton, Ohio	Pesslee, Jesse Clair
Toledo, Ohio	Haney, Otto Reed
Willoughby, Ohio	Felton, George Boyd
Apache, Okla.	Ludwig, Richard Herbert
Bethany, Okla.	Storkman, Donald Keith
Cooperston, Okla.	Voelimeck, Joseph Wilburn, Jr.
El Reno, Okla.	Wormser, Vincent James
El Reno, Okla.	Moore, Henry Clay, Jr.
Frederick, Okla.	Potter, Russell Albert
Grandfield, Okla.	Swannack, George Ernest, Jr.
Junks, Okla.	Campbell, Frederick Densmore
Kingfisher, Okla.	Edris, Gordon Lavern
Lawton, Okla.	Robins, Donald D.
Lexington, Okla.	Garrett, Paul Cather
Norman, Okla.	Dugarne, John Andrews
Oklahoma City, Okla.	Loehrke, John Edward
Pauls Valley, Okla.	Marcam, Donald John
Shawnee, Okla.	Franz, Henry Donald
Stillwater, Okla.	Gross, Clarence Henry
Stringtown, Okla.	Spring, Donald Harry
Tulsa, Okla.	Bower, Roger Donald
Beaverton, Ore.	
Corvallis, Ore.	
Corvallis, Ore.	
Forest Grove, Ore.	
Grand Ronde, Ore.	
Helis, Ore.	
Hillsboro, Ore.	
Junction City, Ore.	
McMinnville, Ore.	
Kilwadie, Ore.	
Multnomah, Ore.	
Pendleton, Ore.	
Powers, Ore.	
Roseburg, Ore.	
The Dalles, Ore.	
Bethlehem, Pa.	
Connellsburg, Pa.	
Connellsburg, Pa.	
Lewistown, Pa.	
Wilkes-Barre, Pa.	
Charleston, S.C.	
Columbia, S.C.	
Columbia, S.C.	
Columbia, S.C.	

Laurens, S.C.	
Mt. Pleasant, S.C.	
Elk Point, S.D.	
Rapid City, S.D.	
White River, S.D.	
Knoxville, Tenn.	
Memphis, Tenn.	
Brownwood, Texas	
Cleburne, Texas	
Dallas, Texas	
Dallas, Texas	
Dallas, Texas	
Fort Worth, Texas	
Grandier, Texas	
Manor, Texas	
Rockport, Texas	
San Antonio, Texas	
San Antonio, Texas	
San Antonio, Texas	
Sherman, Texas	
Texarkana, Texas	
...aco, Texas	
Abilene, Texas	
Laketown, Utah	
Salt Lake City, Utah	
Salt Lake City, Utah	
Woods Cross, Utah	
Chelan, Wash.	
Lyons, Wash.	
Malden, Wash.	
Seattle, Wash.	
Seattle, Wash.	
Seattle, Wash.	
Spokane, Wash.	
Spokane, Wash.	
Tacoma, Wash.	
Tacoma, Wash.	
Woodland, Wash.	
Martinsburg, W.Va.	
Altoona, Wisc.	
Mayville, Wisc.	
Milwaukee, Wisc.	
Neilsville, Wisc.	
South Range, Wisc.	
Wauwatosa, Wisc.	
Worland, Wyo.	

The State of California, as is almost invariably the rule, leads all the States in the matter of representation of students in the graduating class, being credited with 27 residents of that State, followed by Illinois and Oklahoma with 18 each; Texas, 16; Oregon, 15; New York, 14; Washington, 13; Massachusetts, 11; Alabama, Ohio and Georgia, 8 each; Iowa, Kansas, Mississippi, and Missouri, 7 each; Michigan, South Carolina and Wisconsin, 6 each; Nevada and Pennsylvania, 5 each. None of the other States is represented by more than four students each.

Los Angeles, Calif., leads the cities represented with 5 graduates, followed by Atlanta, Ga., Chicago, Ill., and Seattle, Wash., with 4 each; Ottawa, Ill.; Columbia, S.C.; Dallas and San Antonio, Texas, and Spokane, Wash., 3 each. None of the other cities in the country is represented by more than two students each.

The graduates of the Gulf Coast Air Corps Training Center, as listed above, were recently assigned to extended active duty, under their status as second lieutenants of the Air Reserve at various Air Corps stations.

NOTES FROM AIR CORPS FIELDS

Maxwell Field, Ala., January 3, 1941.

City officials and representatives of civic groups are hoping to perfect plans shortly for opening a club or recreation center for Maxwell Field and Municipal Airport soldiers. Shortly before his death two weeks ago, Mayor Guater, of Montgomery, announced that the old Sears, Roebuck and Co. Building on Commerce Street had been selected for the Club. City Commissioner W.P. Screws stated that the tentative plans were to open the club about January 15th. The City has agreed to pay the rent and take care of the cost of the utilities if the civic clubs and other cooperating groups would equip the center. The government will probably be called upon to assist in providing the recreational facilities for the men to the extent of paying the salary of a director or manager who would function under Federal supervision.

Brigadier General Herbert A. Dargue, Chief of the Inspection Division, Office of the Chief of the Air Corps, visited Maxwell Field and the Montgomery Municipal Airport recently. He expressed pride in the progress being made at the two fields. While in Montgomery, he was the guest of General Weaver.

The Army Relief Society of Maxwell Field staged a big show and dance recently at the Officers' Club for the benefit of dependent former soldiers and Army widows. Fascinating games that appealed to all tastes were provided. Interest centered around the drawing of cocker spaniels by those who held the lucky numbers. A number of men, dressed as Forty-niners, created excitement and admiration. Captain Watson won the approval of the crowd as the best dressed Forty-niner since 1849.

In the air at Maxwell Field are 102 Flying Cadets on their last ten weeks' flight before becoming second lieutenants in the Air Reserve. A flying instructor is assigned to every four Cadets. In addition to local day flying, the Cadets are required to make cross-country flights and participate in a number of hours of night flying. At Maxwell Field the Cadets are treated royally in regard to living quarters and recreational advantages. They live in well equipped barracks near which are located their own special tennis courts. With the officers they have club rooms provided at the Jefferson Davis Hotel which are open at certain hours on Tuesday, Saturday and Sunday. Venetian windows, indirect lighting, beautiful furnishings and many mirrors present an inviting and comfortable atmosphere. A Rockola in the dining room furnishes music for dinner guests. On the left wall of the club are large photographs of General Weaver, Colonel Hornsty and Colonel Galloway, who are chiefly responsible for the activities of Maxwell Field and the Montgomery Municipal Airport. On the right wall are two large stars representing the insignia of the Air Corps. Three planes in flight are pictured on the back wall, which no doubt give the fellows a belonging feeling.

The officers and Cadets, however, are not the only persons given consideration in the Army. For many years, Uncle Sam has recognized the importance of recreation for all his men to keep them happy, satisfied, mentally alert and united in spirit of sportsmanship. Opportunities for developing and following hobbies, for group participation, and the development of individual skill have played an important part in the building of strong Army and Naval forces. Every Friday night the men from Maxwell Field and the Municipal Airport are given a dance at

the Parish House of St. John's Church. The dances are sponsored by the Church. More than 200 people, including the soldiers and Montgomery girls, attended the last dance in December. In all, three successful dances have been given, and the next one was scheduled for January 3rd. Dancing lasts from eight until eleven o'clock. Coffee and cake are served for refreshments.

Even the colored attendant boys in the Flying Cadet Mess have the social bug. Under the direction of the head waiter, they have organized the Flying Cadet Waiters' Social Club, and they have a room in the negro section of Montgomery. The purpose of this group is to provide weekly dances.

Kelly Field, Texas, January 6, 1941.

On January 3rd, a contingent number 400 enlisted men entrained for Jefferson Barracks, Mo. These men were from General Headquarters and were qualified to take the courses offered at this Air Corps technical school. This is believed to be the largest group ever to leave any post at any time for this purpose.

Bolling Field, D.C., January 10, 1941.

At the Christmas Party held at the Post Gymnasium on December 23rd, the children of the post were present to greet Santa Claus and were very happy about it despite the fact that he was late getting in. The Christmas tree was exceptionally beautiful, and the gymnasium was open to all personnel of Bolling Field.

The Ladies' Air Corps Club met on December 10th, the guest of honor being Inspector L.R. Pennington, of the Federal Bureau of Investigation, who spoke on the subject of "The Fifth Column in Our Schools."

The first hop was held on December 30, 1940, with 750 juniors and their partners in attendance.

The year 1941 was ushered in by members of this Club and their families at a Dinner Dance held at the Club on New Year's Eve. Noisemakers, confetti and streamers were passed among the guests at the stroke of twelve, and gaiety was in full swing, with the orchestra playing "Auld Lang Syne" and confetti and streamers flying through the air, until 2:00 a.m. Decorations for the holiday season are credited to Mrs. L.W. Holcomb, wife of the Secretary-Treasurer of the Club.

McChord Field, Wash., January 5, 1941.

75th Bombardment Squadron. With the Christmas holidays over, the Squadron is slowly getting back to normal, the many members drifting in by twos and threes from furlough and leave. These holidays come at just the right time to give everyone a break between two jobs - the one which started with the reactivation of the Squadron last February and the new and larger one this month of breaking up that same outfit into three new squadrons, the lull before the storm.

During and between these activating and re-activating activities, the Squadron has done a fine job of keeping up the ground and air training requirements in spite of many drawbacks, including inclement weather, since its arrival in the State of Washington.

The line officers assigned to administrative duties are now well acquainted with their new Air Corps jobs. They are wearing the Air Corps insignia and have been re-assigned as Air Corps officers.

95th Bombardment Squadron. The officer personnel of this Squadron of the 17th Bombardment Group was recently increased by nine with the arrival of seven

Kelly Field graduates of Class 40-G, Section III, and two administrative officers. The new Air Reserve officers welcomed to the organization included 2nd Lieuts. Richard E. Horner, Ralph R. Patterson, Ted W. Lawson, Erskine D. Hoitt, Robert K. Murphy, Wm. E. Grubb and Frank L. Luschen. The administrative officers were 1st Lieuts. Wayne R. Welty, Field Artillery Res., and George T. Purcell, Infantry Res.

In addition to their other duties, Lieuts. Grubb, Horner, Lawson and Patterson will be trained as celestial navigators, while Lieuts. Hoitt, Luschen and Murphy will train as bombardiers.

Two transfers also affected the Squadron's officer roster when 2nd Lieut. Alter E. Arnold, Jr. was assigned to the Headquarters staff of the 17th Bombardment Group. First Lieut. Wm. H. Cleveland was transferred from the 17th Group to the 95th.

Moffett Field, Calif., January 7, 1941.

Flight E, Photographic Section: First Lieut. Karl L. Polifka returned to the field on December 26th, after completing a special photographic course at Lowry Field, Denver, and was assigned to this flight.

Staff Sgt. George L. DeVilbiss was transferred to this flight from the 45th Air Base Group at Hamilton Field, and was assigned as aerial engineer on the F-2 airplane.

Captain E.F. Moughan, Flight Commander, accompanied by Tech. Sgt. S.T. Jennings as aerial photographer, flew to Phoenix and Tucson, Ariz., on January 2nd for the purpose of mapping proposed flying school sites in that vicinity, returning on January 4th.

Cpl. E.L. Holmes and Pvt. 1st Cl. D.R. Whitehead were promoted to Sergeant and Corporal, respectively, on November 26th. Sgt. J.N. West, now on detached service at Lowry Field for the Photo course, was rated A.M. 1st Class on November 18th.

During December, the Flight mapped a maneuver area for the 30th Infantry in the vicinity of Ft. Reyes, Calif. Since the primary mission of this unit is that of "photo-mapping," all of the Flying Cadets who pass through Moffett Field have been "mapped" by Flight E. The usual air base photo duties are also accomplished by this flight, since the 9th Air Base Group is not as yet operating a photo laboratory. This work consists of photographing visiting dignitaries, making pictures for use with Unsatisfactory Reports, and photographing projects each week for the Constructing Quartermaster's use in his progress reports. Photographs are also being made weekly of Stockton and Mather Fields for progress reports and for the Planning Director, West Coast Air Corps Training Center. The Flight is being assisted in its work by seven enlisted men from the 23rd Air Base Group who were attached to us for training on December 20th.

Cal-Aero Academy, California.

Approximately 90 Air Corps officers, including Brigadier Generals Gerald C. Brant, Henry Harms and Millard F. Harmon, participated in a "Rose Bowl Caravan" arranged by Major C.C. Mosley, President of Cal-Aero Academy and Curtiss-Wright Technical Institute on New Year's Day.

Three of Cal-Aero's big busses, normally used for transportation of Flying Cadets, and two station wagons were used to transport the party through the traffic congestion of 90,000 persons headed for the annual football classic. Parking in a hollow square on a golf course outside of the famous Bowl, a fried

chicken lunch was served inside the enclosure. The Air Corps party was seated together in a choice block of 50-yard seats.

Savannah Air Base, Ga., January 3, 1941.

The Squadron regrets the transfer therefrom of the following enlisted men and hopes they will be successful at their new fields: Staff Sgts. Willie L. McCleskey, James A. Brewer, Earl L. Collier, Henry J. Chapman, Frank E. Lankston, Sgt. Albert H. Hathaway, Cpl. Eddie G. Vargas, Sgt. Wm. S. Suggs, Pvts. 1st Cl. A.J. DeVille and James B. Moss, Jr. (Hqss. Sqdn., 35th Air Base Group).

It is rumored the cold weather and the untimely conditions of the tent area have gotten the best of Staff Sgt. Clarence O. Coburn and that at the end of his furlough he is expected to return with a bride.

35th Air Base Squadron: At the present time more than 500 recruits in the Recruit Center are attached to this organization. More recruits are coming in daily, and these are also being attached to the organization. The majority of them, coming from New England, are enjoying their first winter in the South. While they are basking in the sun, drilling without coats and living comfortably in tents heated only by small stoves, they constantly receive word from home of 20 degrees below zero weather and of snowfalls of from 12 to 20 inches. In the Recruit Center many of the men get together regularly for Community Sings, and many among the group who are accomplished actors and comedians have presented skits, short acts, etc., to the delight of all.

Thirty members of the Squadron were granted furloughs in order to be home for the Christmas holidays. Plans were made to stage a party on both Christmas and New Year's Day for those men whose homes are too far away to take advantage of the furlough.

17th Bombardment Squadron: Congratulations are extended to 1st Lieut. Lucius G. Drafts on his recent marriage to Miss Betty Heath, of Shreveport, La.

The Squadron is accustoming itself to its coastal habitat as easily as a duck in a fresh water pond. The swamps and streams literally absorb a great percentage of the men during leisure hours. All of this is by way of saying that this sector of the country is providing excellent shooting and fishing for both officers and enlisted men. On a recent trip, Sgt. Bullock and Cpl. Tuneberg took shots one each at a Bluebill duck, after which said bird did the sporting thing and fell dead upon the water. The argument which ensued as to whose shot bagged the bacon was not settled until they "had it out" on the skeet range. When the smoke cleared it was evident that Bullock had "the bird" all right but that Tuneberg stood in receipt of the duck.

Hans. Squadron, 27th Bomb. Group: In a skeet shoot with teams of officers and enlisted men competing, Lieut. Paul was high on the officers' team with 22 clay pigeons to his credit. Moore led the enlisted men with a score of 18. Shooting in general was below normal because of a high wind.

Christmas furloughs were approved for all men who could be spared from the curtailed duties of the Squadron during the holidays.

Wheeler Field, T.H., December 3, 1940.

18th Air Base Group: On Thanksgiving Day members of the Group sat at a meal partaken of by over a thousand persons, including the officers and their families, the wives or girl friends of the enlisted men, and a troupe of entertainers from the Fernandez Circus. Responsible for the huge success of the

dinner were Staff Sgt. Henry N. Brown, our able and excellent Mess Sergeant; Capt. Richard R. Barden, Adjutant of the 18th Air Base Group, and the many fine cooks we are proud to have on our staff. After the dinner, entertainment was provided by the Fernandez Troupe. A good time was had by all.

Selfridge Field, Mich., January 10, 1941

A veteran of the Finnish-Russian War and 43 hours of service flying in Finland's Air Corps, Edward C. Baumgartner, of Centerline, Mich., applied for appointment as a Flying Cadet to the Flying Cadet Board at this field. Baumgartner, born in Detroit 23 years ago, entered the Finnish Air Force in February, 1940, and retained his American citizenship by not taking the oath of allegiance to Finland. He was a fighter pilot during Finland's courageous stand against Russia. When the war ended, Baumgartner was honorably discharged with the rank of lieutenant. Returning to the United States, he was employed as a salesman until he decided to answer his native land's call and apply for a Flying Cadet appointment.

Sixth Corps Area Headquarters is seeking an enrollment of 250 Flying Cadets each month, and traveling boards are now visiting cities in the area to receive applications and conduct physical examinations.

First Lieuts. R.L. Matthews, of Hqrs. and Hqrs. Squadron, and J.F. Hunker, 94th Pursuit Squadron, received orders transferring them to Wheeler Field, T.H.

Twenty-seven newly commissioned second lieutenants of the Air Reserve were scheduled to arrive at this field early in January for duty with various units. These recent graduates of Kelly Field, Texas, are Edwin A. Doss, Gordon L. Edris, James M. Forgen, Thomas B. Fleming, Frederick A.V. Hartbrodt, Frank C. Hockenberry, James T. Jarman, John E. Jones, Spears R. Lanford, Robert Levine, Richard N. Long, Wm. D. McGarry, Kelly W. Mitchum, Albert K. Moore, Robert C. Moss, John A. Newbauer, Jesse C. Peaslee, Wm. M. Redington, Albert W. Schinz, Robert H. Smith, Bernard J. Stralser, Estes T. Swindle, Jr., James G. Thorsen, Furlo S. Waite, Thomas H. Winburn and John H. Work.

MacDill Field, Tampa, Fla., January 4, 1941.

39th Bombardment Group

Hqrs. and Hqrs. Squadron: With the holiday period being nothing more than a happy memory, conditions in this Squadron are rapidly assuming a semblance of normalcy. With our Squadron Commander, Major Walter G. Fayte, Jr., setting the pace by visiting Havana, Cuba, for the duration of a nine-day leave, approximately 50 men of the organization took advantage of the holiday period and departed from MacDill and Drew Fields for widely scattered and distant parts of the United States. Although practically every form of transportation was utilized by men traveling to and from their homes, every man was sufficiently fortunate to return to the post safe and sound and on time in every case.

Unofficial rumors concerning the forthcoming split-up of the Squadron continue to prevail insofar as conversation material is concerned, but as yet the word "rumor" is still applicable to the information which is being passed from man to man. Remindful of the last expansion with which we were connected is the fact that upon passing the usual "chop-shop" groups of men who congregate in the sunny spots around the hangars, the words "Augusta,"

"Charlotte," "Orlando" and "Holyoke" are usually the predominant sounds emanating therefrom, but as yet everything in that connection is still in the "hope" and "wish" stage.

6th Bombardment Squadron: Tech. Sgt. George W. Lovett returned following the completion of the Airplane and Engine Mechanics course at Chanute Field, Ill. Pvt. 1st Cl. Jack Etress returned from Fort Benning, Ga., where he completed the course at the School for Bakers and Cooks. Ppts. 1st Cl. Harry L. Mills and Julius R. Alexander recently left for Fort Benning to pursue the course for Bakers and Cooks.

The boys on furlough during the holidays didn't have anything on those left behind, as far as eating was concerned. On Christmas Day the men did full justice to a perfect meal, likewise on New Year's Day. Several lads from the Tampa Orphan's Home were the Army's guests at the New Year's Day feast, through the cooperation of the Tampa Chamber of Commerce. The kids certainly enjoyed the meal, but not half as much as us Doggies enjoyed answering their questions.

43rd Bombardment Squadron: Our capable Mess Sergeant, surrounded by photographers and reporters, took great pride in his Christmas dinner. Following the photo shots and the many questions propounded, the boys, in imitation of a Florida hurricane, spoiled a picturesque spread which took a lot of time and effort to prepare.

Dr. Benson, the Man Builder, was scheduled to start his life-saving class on January 10th, assisted by a dependable, enthusiastic youth, a protege of the health doctor, Pvt. 1st Cl. Carl Matheny. Already a prospective class listens to the introduction with progressive enthusiasm. Sergeant Vollie R. Russell is beneficiary No. 1, and Bones Collins, Beneficiary No. 2. This goes to prove that the Army attempts to build men in spite of many odds.

52nd Bombardment Squadron: During two weeks prior to Christmas, excellent tactical experience in the form of formation bombing was obtained by all pilots in the 52nd. On two different occasions, this Squadron was given the opportunity to lead a formation of six B-18's for the purpose of dropping 100 and 300-pound demolition eggs on an aluminum slick target laid on the Gulf west of Tampa. Some of the 52nd pilots participated in similar missions, led by other squadrons of the Group. A vast improvement was noted in this phase of tactical flying. It gave some of the younger pilots a taste of formation and an idea of what actual war time bombing might look like.

A few days before Christmas all roads led away from Tampa as commissioned and enlisted personnel took to the highways in order to be home for the holidays.

Fort Douglas, Utah, Dec. 19, 1940.

Sgt. Mark D. Russell, Air Base Squadron, 5th Air Base Group at this station, made application for retirement, effective January 31, 1941, and plans to make his home at Mills, Calif. "The Army has been kind to me," Sgt. Russell stated. "It has been an interesting life, and I sincerely recommend a military career to any young man who can meet the requirements and who will apply himself to his work in the service."

Sgt. Russell, who is 52 years of age, entered the service in November, 1911. He first saw duty in the Philippines. Later he served in the Quartermaster Corps and the Air Corps. During the World War he was in the United States instructing recruits.

Hamilton Field, Calif., January 2, 1941.

35th Pursuit Group, Hqrs. Squadron: The men remaining on the field during the holidays had a real Christmas celebration. The mess hall was gaily decorated; there was a large Christmas tree in the Day Room, and everything was done to have all the men who celebrated Christmas with the Squadron enjoy the holidays to an extent such as to cause them no regrets over their inability to be at home. Mess Sgt. John Sabo prepared a wonderful menu on Christmas Day and all who attended this dinner will long remember the happy occasion. This was probably the last holiday meal the Squadron will all be together, as it is possible that soon thereafter the men will be separated and probably scattered far and wide in forming the new organizations soon to be organized. Every man attending the dinner received a souvenir menu showing a roster of the Squadron as a remembrance.

34th Pursuit Squadron: Lieut. Dunn was on December 29th assigned to the Air Corps Technical School to pursue the course in aerial photography.

Everyone has returned from furlough over the holidays. Most of the men who went to Texas are deriving much pleasure in giving the men from the "Sunny South" news from home, especially doting on the warm, bright weather in Texas.

Word was received at Hamilton Field that the air base commander, Brigadier General Millard F. Harmon, had been ordered to London as air observer. General Harmon, who came from the Gulf Coast Air Corps Training Center a month ago, barely had time to become acquainted with this west coast post before receiving his orders. His present orders are for a period of three months' detached service. Colonel Michael F. Davis will assume command temporarily.

Mitchel Field, N.Y., January 3, 1941.

35th Pursuit Squadron: The Squadron is recovering from the strenuous life encountered during Christmas week. No casualties have been reported.

The Squadron is sorry to lose Lieut. Ramage to Group Headquarters.

Master Sgt. F.E. Hartman recently graduated from school at Scott Field, Ill., and received a grade of 97.2% in Airplane Engines. The 35th is proud of Sgt. Hartman and his record.

36th Pursuit Squadron: All Squadron personnel were very glad to find Captain F.H. Smith, Jr., on duty again after his illness during the holidays.

Second Lieut. Robert H. Christman will in the near future attend the Edgewood Arsenal School to take a course in Chemical Warfare. Second Lieut. D.J. Clapham will leave soon for Wright Field to assist in the testing of a group of P-40's at 30,000 feet.

The officers were eagerly awaiting January 14th, this being the date of the marriage of one of our very eligible bachelors, 2nd Lieut. Elmer J. Cook.

Westover Field, Mass., January 4, 1941.

Westover Field was graced with its full personnel on January 2nd, as all furloughs and leaves were brought to an end. The full quota of officers and men was back on duty to perform whatever task 1941 may require of them.

Additional funds having been made available by the War Department, bids were opened for the construction of the hospital unit at the field.

Officers at the field recently celebrated in honor of Captain and Mrs. Lionel Lippman, the first in the commissioned officers family group stationed at the

field to have an addition to the family since the post opened.

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K E E P I N G F I T

Hamilton Field The 34th Pursuit Squadron recently organized a basketball team. There was an exceptionally large turnout, and all the boys are looking forward to some good competitive sport.

Langley Field During the past two weeks the 96th Bombardment Squadron basketball team dropped from first to sixth place in the inter-post basketball standings. During this period it won one game and lost two, dropping contests to the Hqrs. Squadron, 1st Air Base (12-25) and to the Base Engineers (43-64), and winning from the 16th Signal Corps (69-32).

MacDill Field Approximately two months ago, the 52nd Bombardment Squadron organized a basketball team, which has been practicing religiously. Under the leadership of Sgt. O'Rouke, the 15 members comprising the team expect to demonstrate vigorous competition upon the opening of the regular schedule of games in January. Already invitations were received to play some of the more formidable teams around Tampa.

On the night of January 2nd, the "Fighting Sixth" basketball team ventured to Bradenton, where they played the Bradenton Blue Devils, a strong semi-pro outfit. The starting line-up for the 6th was Bacsik and Aycock, forwards; Watts, center; Lagnese and Bell, guards. The Blue Devils staged a Frank Merrill finish by coming from behind in the last two minutes of play to score six points to win 27 to 24.

McChord Field Resplendent new basketball uniforms for the 95th Bombardment Squadron quintet proved to be no defense against a sharp-shooting five from Hqrs. and Hqrs. Squadron of the 17th Bombardment Group in the opening game of the 10-team McChord Field League. The lads of the 95th were slaughtered 42 to 12 in a ragged game. The squad, coached by Lieuts. E.W. Holstrom and G.G. Kintner, is composed of Pvts. 1st Cl. H.M. Pease, C.R. Watts, J.D. McCutcheon, R.E. Cline, L.A. Gearley, E.J. Maisonneuve, R.S. Mikesell, Pvts. J.H. Williams, R.W. Janes, G.L. Larkin and S.D. Walker. With more practice sessions planned, the squad hopes to bounce back into the win column during the next round of play.

The 89th Squadron athletic activities are proceeding on schedule, with the basketball team ready for the season's schedule. A Badminton court has been set up in the hangar.

Selfridge Field Members of the boxing team are working out daily in the Selfridge Field gym preparing for the post fistic tournament carded for January 30th. At least three of the boxing soldiers expect to enter the Golden Gloves tournament. Sgt. "Gib" Black, of the Air Base Squadron, well known Grand Rapids amateur and professional boxer before he entered the Air Corps eight years ago, is coaching the pugilists and assisting 1st Lieut. S.W. Dee, boxing officer, in arranging the Selfridge Field tournament. Thirty Air Corps soldiers were working out before the holidays, including Joseph Herbeck, 135-pounder, a promising veteran of Chicago Golden

Gloves competition. Two other Selfridge boxers who have shown signs of good form are Ransom Downey, light-heavyweight, and Jerry White, welterweight.

At the close of the fistic tournament, a series of boxing matches will be scheduled with soldiers of Forts Wayne and Custer.

Savannah Air Base Thus far the basketball season has proved very successful for the team of the Hqrs. Squadron, 35th Air Base Group, considering the lack of practice. Of the four games played, three were victories over the 13th Bombardment, 323rd Signal Corps and 90th Bombardment Squadron. The loss was to the 16th Bombardment Squadron. The games were well played and hard fought, and Pvt. 1st Cl. Glenn F. Buckett has proved to be an able coach as well as player.

Although organized only since last September, the Air Base Squadron, 35th Air Base Group, has made great strides in sport, especially basketball. At the beginning of the season, 35 men reported for the squad, most of them having played high school and semi-pro. basketball for the past several years. Under the direction of Coach L.I. Stevens and the leadership of Pvt. George A. Miller, the team trounced the Q.M.C., Hqrs. Squadron, 27th Bombardment Group; 8th Bombardment Squadron; Hqrs. Squadron, 3rd Bombardment Group, and has dropped only one game - a close contest. Eight more games are on schedule, and with more semi-pro. players coming up from the Recruit Detachment, the prospects of topping the Savannah Air Base League are fine.

At this writing the bowling team of the 35th Air Base Squadron is in a tie for second place in the league, which is made up of teams from every organization at the base. Here, again, recruits coming in who are top notch men should boost the team to first place by the end of the season.

Prospects for a crack Five in the 90th Bombardment Squadron appear bright. Under the able coaching of Lieut. Ellmore, coupled with an enthusiastic display of basketball talent, the season for the 90th should be a fruitful one.

With the formation of the Blue and Gold Bowling League, the 90th is prepared to give an excellent account of itself. Sgt. Throckmorton insists that when the smoke clears away, he and his boys will be in there bowling to the very end.

The 17th Bombardment Squadron sustained its first loss in the Savannah Air Base Basketball League, the Signal Corps team winning by a close margin. Previously, the 17th won over the 2nd Materiel and Air Base Squadrons. At present, the first team is comprised of Cpl. Wyatt, acting captain Cpl. Nelson, Ppts. 1st Cl. Newcomb, Hunt and Pvt. La Fitte. It is stated that the greatest problem of these men is to keep their positions from their coach, 2nd Lieut. Larner, who threatens to throw himself into the game at the least provocation.

Because of its timely, if very close, win over the 90th Squadron, we train the spotlight this week first on the basketball team of Hqrs. Squadron, 37th Bombardment Group. The team has had moderate success, with promise of greater victories in the future. Thus far, the lads have turned in two wins as against two defeats. The boys in blue and gold tights have beaten the Signal Corps Detachment and the 90th Squadron, and lost to the 2nd Materiel Squadron, 35th Air Base, and to the Air Base Squadron. Decided improvement was noted in the last game and Sgt. Billingsley (high scorer) was honored by

being selected as a member of the Savannah Air Base team.

The 27th Hqrs. Squadron bowlers have a firm grip on second place in bowling and are making a strong bid for first place. The duck pin slayers are bearing down to serious practice, and individual bowling is showing a marked increase. To date the bowlers have won 10 games and lost 7. Master Sgt. Wesley is the high scorer.

Moffett Field Members of Moffett Field's Flyers' football squad received their "varsity" awards recently, each man on the squad being the recipient of a blue and gold jacket - heavy wool, with leather sleeves and trim, and with the name of the field in gold letters on the front. Playing some of the best elevens in the area, the Moffett team came through the season with a very good record.

With three wins to their credit thus far, the post basketball team hopes to maintain its clean record throughout the season. Hamilton Field was vanquished, as were two independent league teams from San Jose - Fulsom Jewelers and Merchants. All of the local games were won by high scores, indicating that the Moffett hoopsters are always a scoring threat. Later in the season, several college games are planned, the first one with San Jose State College, and a later game with the University of California.

Bolling Field The basketball team surged to victory on the night of January 8th by defeating the Marine Barracks quintet at Bolling Field. The game was the most exciting of this season, and it took the Air Corps team to the lead in the Times-Herald Government Basketball League. The score was 44 to 41. The first half of the schedule is coming to a close finish

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AN A & E'S PRAYER

Lord, give me a field in a sunny clime
Where ships are flying all the time.
Where every ship maintains itself
And tools must never leave the shelf.
Where motor checks are never known,
When wintry winds their challenge moan.
I don't want much - a perfect ship,
Without a bolt or stud to slip -
With props that always stay in track
And motor mounts that never crack -
With flying wires trim and tight,
And motors clean and running right.
It's so little that I'm asking for -
A few small favors - nothing more:
Inspectors minus inspection blanks;
Ana ships equipped with leakless tanks.
Some pilots who treat their ships with care
And never stunt them anywhere.
So, Lord, please hear my little prayer,
And save me from some students error.

Donald Blasor
Atkinson Municipal Airport,
Pittsburg, Kansas.

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SPECIAL NOTICE: Correspondents are requested to include in their contributions to the News Letter the name of the commanding officer of their station - this for the information of all Air Corps personnel.

V-8898, A.C.

AIR CORPS NEWS LETTER



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AERIAL PHOTOGRAPHIC QUICK-WORK AT WRIGHT FIELD
By H.F. Stiffler

For many years the Air Corps has had need of a system by which photographs may be produced in an airplane while flying, within five to eight minutes' time after exposure. Such a system would be invaluable in war time as a means of obtaining information from behind enemy lines regarding troop activities, results of bombing missions, location of readily movable equipment, naval convoy disposition, or it may be used for the direction of artillery fire. (The earlier attempts to produce the quick-work system were held back chiefly through lack of interest in this development throughout the service and by the danger to the airplane structure and controls from rapid corrosion caused by processing solutions). To develop a picture rapidly, the solutions used contain a very much greater percentage of acids and alkalies than for normal processing, and past experience shows that control cables are quickly ruined by any contact with them. Therefore, any equipment used while in flight must be so designed as to prevent spilling of the solutions onto the airplane.

During the year 1939, employees of the Photographic Laboratory at Wright Field developed a quick-work unit, including a light-weight 5" x 7" camera of 20-inch focal length equipped with focal plane shutter with speeds up to 1/500-second. This camera is provided with a reflex attachment, as it is intended for use with reversal type paper to make direct positive pictures. The equipment includes special paper holders and a developing tank. The developing tank is provided with automatic refrigerating and heating units to maintain the exact temperature required for the processing of direct positive paper.

This unit was given an abbreviated service test in conjunction with the Third Army Maneuvers in Louisiana in May, 1940. The results were satisfactory with the exception that the emulsion of the direct positive paper can

not at present be made sufficiently fast to permit photography in the early morning and late evening hours. For this reason, it was decided to make a unit which would produce a negative and a print, to utilize the much higher speed of emulsion of the standard aerial film. This requires that both film and paper be processed in the airplane and that a portable printer be provided. However, in addition to greater emulsion speed, this system provides for making more than one picture from each exposure, if desired, and permits a wider range of temperatures of the processing solutions.

In the development of the latter system, it was decided to change the size from 5" x 7" to 8" x 10" to make it adaptable for use with the standard K-3B Camera until special quick-work cameras can be provided. It is also suitable for use with the K-12 Night Photography Camera. Tests were conducted until processing solutions were found which permit the developing process to be accomplished at temperatures as high as 80°F. This eliminates the need of the heavy and complicated refrigeration unit. Proper temperature is maintained by an electric heater element which is an integral part of the developer tank. The same solutions are used for the processing of both the film and the paper.

The paper holder is made of material which is impervious to the photographic solutions so that it may be used for processing the film or paper. Each holder is designed to be light-tight in the developer tank with the dark slide withdrawn, thus eliminating the need of a dark room. The developer is a row of five 1/2-gallon tanks, assembled as a unit and insulated against heat transfer. Four tanks are for processing solutions and the fifth is for the storage of the wet exposed film in a preservative solution. Each of the four solution tanks is equipped with an automatic trap door, which opens inward, to prevent splashing.

The printer is equipped with an approximation of a point source of light which is located at the top of the printer. The light travels to the bottom where a mirror reflects it to the printing surface. The result is that the effective light rays are only slightly diffused and are sufficiently parallel to produce a sharp print even when the negative and print paper are not in contact. This permits the use of a layer of "Kodapak" over the wet negative to protect the paper from moisture. A light-tight fabric hood, with arm holes, encloses the top of the printer to be used for placing the printing paper on the negative, and for loading the exposed paper in a holder for processing. Space is provided in the side of the printer for safe storage of three grades of printing paper.

After a piece of the film has been exposed and the dark slide of the holder closed, the holder is removed from the camera and inserted in the first of the row of five tanks, which contains the developer solution. The dark slide is then withdrawn. After one minute in this tank, the dark slide is again closed and the holder transferred to the second tank, and so on until the processing is complete. The wet negative is removed from the holder and placed on the printer; a piece of "Kodapak" is laid over it and a squeegee used to force all the water and air bubbles from underneath. The light-tight printer hood is zipped shut, the operator inserts his arms through the armholes and exposes the paper in the usual manner. The exposed paper is then inserted in a dry film holder, and the holder is removed from the hood. The print is processed in the tanks in the same manner as the film and may then be immediately removed from the holder and placed in a metal container with streamer attached and dropped from the airplane.

While the present equipment is still in the experimental stage, satisfactory prints have been produced with it while in flight in seven minutes from the time of exposure of the film. Tests indicate that a satisfactory solution to the quick-work program is within sight, and it is expected that standardization and procurement for service test will be accomplished in the near future.

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The Signal Section, Hqrs. and Hqrs. Squadron, Southeast Air District, and the 31st Signal Co. (Aviation), with a strength at present of about 200 officers and men, are slated soon to move from their present station, Hamilton Field, to March Field, Calif.

THE "WING DING" AT BOLLING FIELD

With 18 Air Corps general officers present, a "Wing Ding" at the Bolling Field gymnasium on Wednesday night, January 22nd, honored Mr. Robert A. Lovett, Special Assistant to the Secretary of War, with a gala display of "glad rags" and service hospitality. Approximately 300 persons, all Air Corps officers or officers on duty with the Air Corps in Washington and vicinity, attended.

Featuring the program was an "off-the-record" discussion of Air Corps matters by Major General Henry H. Arnold, Chief of the Air Corps. Mr. Lovett spoke briefly in acknowledging his pleasure at being associated with the Air Corps in the War Department. Major General George C. Brett, Acting Chief of the Air Corps, was toastmaster.

General officers seated at the speakers' table included Lieut. General Delos C. Emmons, Commanding General of the GHQ Air Force, Langley Field, Va.; Major General Arnold; Major General Barton K. Yount, Commanding General of the Southeast Air District, Tampa, Fla., and the following brigadier generals;

Arnold N. Krogstad, Gerald C. Brant, Rush B. Lincoln, Walter R. Weaver, Walter H. Frank, Lewis H. Brereton, Clarence L. Tinker, Millard F. Harmon, Herbert A. Dargue, Davenport Johnson, Carl Spaatz, John B. Brooks, Clinton W. Russell and Carlyle H. Wash. An illness prevented Brigadier General Oliver P. Echols, Chief of the Materiel Division, Office of the Chief of the Air Corps, from attending.

Lieut. Colonel Edmund W. Hill, Commanding Officer of Bolling Field, was in charge of arrangements for the "Wing Ding." He was assisted by Major Wm. M. Lanagan, Air Corps.

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PURSUITERS RETURN FROM GUNNERY PRACTICE

The 41st Pursuit Squadron, 31st Pursuit Group, recently returned to Selfridge Field, Mich., from Camp Skeel, Oscoda, Mich., where it had been undergoing aerial gunnery training. The organization, commanded by Captain Paul E. Wurtsmith, resumed its routine flight and tactical training at its home station.

The 41st Squadron is part of the 31st Pursuit Group, which is expected to be transferred to Fort Wayne, Ind., as soon as construction of the new air base at that place is completed. Taking the place of the 41st Squadron at Oscoda will be the 323rd Signal Aviation Company, composed of 4 officers and 69 enlisted men.

SOME "NEW" IDEAS ON THE FLYING TRAINING SYSTEM

The News Letter Correspondent of the Air Corps Training Detachment, Chicago School of Aeronautics, Glenview, Ill., submitted the following "for your use or amusement":

Critics of the Air Corps pilot training system who have had little experience with training are advancing some beautiful theories which the men who actually work with students hail with delight. These theories and proposals are by no means new. They were in vogue more than twenty years ago, when flying instruction was all guesswork and no science, because nothing conclusive had been learned about it. But like the old wartime songs, they sound new today. And maybe, because planes today are swift and complex instead of slow and simple, hurried and hasty instruction is now more appropriate. Maybe it would not be so tragically wasteful. Maybe principles of instruction that were developed out of such costly experience just aren't so any more. Anyway, the men who have spent many hours grabbing controls before it's too late are mighty pleased by the re-emergence of these so-called "new" ideas. If they are carried out logically and consecutively, the overworked instructors and supervisors of training can all take leave and get some rest.

A brief summary of ten outstanding proposals heard from time to time indicates the unmistakable trend of this refreshing line of thought which promises to make things easy for everybody:

1. The Air Corps' thorough, painstaking, and effective system of pilot training, which was developed through 20 years of study, experimentation, and proven results, is just bunk.

2. Everyone in the Air Corps who really knows anything about training is in a rut.

3. The laws of learning and the laws of human efficiency and human endurance do not apply to flying instructors and students. Highly technical skill can now be developed in a mad rush just by pushing, shoving and hurrying.

4. If it takes a man 300 hours to become a pilot, why not train pilots in 20 days by flying them 10 hours a day? It's a wonder no one thought of it before. Think of the time you save, even if you can't save anything else.

5. If a man cannot fly safely until he has had considerable time in the air, then get him into the air and keep him there as long as possible. What difference does it make whether the man is physically or psychologically prepar-

ed to profit by the instruction he receives or whether his instructor is trained or prepared to impart instruction? No use worrying about proper preparation or equipment. They'll burn up gas and make a lot of noise anyway, and it will all look good on paper.

6. The experts may have worked out certain maneuvers designed to teach students the fundamentals of flying as rapidly and efficiently as possible. But why bother with them. Why have any maneuvers at all? Why not just teach students to "fly" - just "fly" - whatever that means! If a man can fly, why then he can fly, can't he? And that's what you want, isn't it? It sounds simple and is simple - very simple.

7. An airplane is less than 50 feet wide and 30 feet long, so it can't need much room to land. If you put enough airplanes on one field, the students will soon learn to fly formation - they'll have to.

8. The present course of training was worked out to enable students to learn flying as rapidly and efficiently as possible. But the men who worked it out didn't know what they were doing. Forget it. Dispense with preliminaries. Dispense with everything. If you want a good pilot or an expert instructor, just order a man to be one. He can't refuse, - can he?

9. Why bother with training planes? If you want a man to learn to fly a bomber - give him a bomber to fly. You'll soon find out what he can do. Only 30% of the pilots killed themselves in the last war, so why not turn loose a bunch of incompetent pilots now, so they can kill themselves off before the war starts and get it over with?

10. Having dispensed with the system of training and with training planes, and with training maneuvers, what is there left? Just teach a man to fly. Any airplane will fly if you open the throttle and keep it straight. You can teach that in ten minutes, and it will land, somewhere, if you pull the throttle back. You can teach all that in ten minutes, and you've got a pilot, on paper, anyway. A few instructors can train a whole Air Corps, and all the others can take leave. Is it any wonder that the tired men who learned about training by experience hail these fresh new ideas with enthusiasm?

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NEW PHOTOGRAPHIC UNIT "GOES PLACES"

Flight "D," First Photographic Section, Air Corps, based at Scott Field, Belleville, Ill., is one of the busiest units of the Air Corps photographic groups. Captain Charles P. Hollstein is in charge of the unit and is assisted by 1st Lieut. James Setchell.

The unit, organized on February 1, 1920, produced during the first twenty days of December alone 3500 ground photographs, 120 enlargements and 3200 prints from 230 aerial negatives. Between June 1st and December 31st, the unit released 2200 aerial prints from 8500 negatives and made 10,500 ground prints from negatives, 1250 enlargements and 3400 miscellaneous prints.

Planes assigned to the unit "logged" approximately 250 hours of flying time and produced more than 200 miles of mosaics and mapped 4000 square miles of territory for the Corps of Engineers and other government agencies.

One such mapping project required the photographing of 2000 square miles of the Missouri River basin, taken at an altitude of 18,000 feet. Another required three weeks in photographing 40 improved harbors along Lake Superior. The unit also mapped 13,000 square miles of maneuver area in the vicinity of Camp McCoy, Wisconsin, where the Second Army Maneuvers were held in July.

Equipment of the unit is the most modern available. The Robinson copy camera, which can handle up to 20 by 24-inch negatives, is the largest single item. In addition, there are speed-graphic cameras equipped with syncro-flash bulb view cameras and aerial cameras.

The laboratory work is in charge of Master Photographer William R. Rhodes, assisted by Master Sergeant Eugene H. Ford and Staff Sgt. Roland Taff.

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SCHOOL ACTIVITIES AT SCOTT FIELD

Graduation exercises were held on January 7, 1941, at Scott Field, Belleville, Ill., for the first class of 51 enlisted men completing the 22-week course of study offered at the Army Air Corps' Radio Communications School.

Members of the class were from Air Corps stations in the United States.

Colonel Wolcott P. Hayes, Commanding Officer of Scott Field, Ill., announced that twenty enlisted men of the Air Corps began a 15-week course at the Commercial Business College in Belleville, Ill., on January 13th. A similar number is expected to be enrolled at the school within a few weeks.

Major James T. Curry, Jr., School Officer, stated that the men attending the school would be taught arithmetic, typing and business English. The group will reside on the post. Army transport trucks bring the students to and from the school.

Sixty air cadets from all sections of the United States arrived at Scott Field, Belleville, Ill., during the week of January 5-11, 1941, to enroll in the Officers' Radio Communication School. Those successfully completing the 22 weeks of training will be commissioned second lieutenants.

All of the cadets are university students, and they were transferred to Scott Field from other bases. Six civilian instructors are in charge of the training and are headed by Captain E.S. Allee, Air Corps.

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SOME DATA REGARDING THE A-20A

Brigadier General Lewis H. Brorerton, Commanding General of the Savannah Air Base, and Major Harold W. Beaton, A.C., flew the first A-20A airplanes from the Douglas aircraft factory at Santa Monica, Calif., to their home station. These are sleek, new, fast, light Bombers, first of the speedy A-20A type to be delivered to a U.S. Army combat unit under the nation's Air Corps expansion program. The officers who flew the new planes to the Savannah Air Base from the factory stated that they handled "as easily as Pursuit ships."

"Perfect three-point landing" is obsolete for describing the A-20A, for the new ship lands on two wheels and then settles forward on a smaller nose landing wheel, with the tail of the craft high in the air. The tricycle type landing gear, which is retractable, permits the center of gravity to be moved forward, and the tail skid or wheel has been eliminated.

The new plane weighs about 20,000 pounds, fully loaded. It is powered with two 1,600 h.p. Wright, 14-cylinder engines.

The A-20A carries a crew of three, including the pilot, a bombardier-machine gunner, who sits in the glass-enclosed nose, and a rear gunner in the stern.

The length of the plane is 58 feet, and its wing span, 63 feet. It is of all-metal construction and is equipped with all the latest devices.

The A-20A was designed to combine the best features of the Attack airplane and of a light, fast bomber, taking advantage of the lessons which have been learned abroad.

MOVING A FLYING SCHOOL IN RECORD TIME

"Gentlemen, General Harms, Commanding the West Coast Air Corps Training Center, has issued orders that 'B' Stage will temporarily operate at Bakersfield, Calif." began Colonel E.B. Lyon, Commanding Officer at Moffett Field, Calif., when he called the members of his staff into conference at 2:00 p.m. on January 9th.

"As you are aware," continued Colonel Lyon, "the seasonal rains here at Moffett Field have rendered both the main airdrome and the auxiliary fields unsafe for student solo flying. Therefore, it would be impossible to complete the basic curriculum of seventy hours of flying time by the deadline, February 7, 1941. After careful consideration, it has been deemed advisable to move 'B' Stage to Bakersfield, Calif., where the flying conditions are more satisfactory at this particular time of the year. We are faced with a difficult problem, for to obtain the necessary flying time we must have our ships in the air by early Monday morning (January 13th). Never in the history of the United States Army Air Corps has a move of this nature that will require such organization and dispatch been attempted - or even contemplated. It will require the utmost cooperation on the part of every officer, enlisted man and Flying Cadet to successfully complete it."

Before the conference was concluded, Colonel Lyon selected Major J.C. McGregor to be the Commanding Officer and Captain T.J. DuBoise to be Director of Training of the detachment, which is composed of the entire instructing personnel of "B" Stage under the command of Captain J.G. Russell, 129 Flying Cadets and the entire enlisted personnel of the 79th School Squadron under the command of Captain L.O. Brown, plus the attendant Medical, Quartermaster, operations and engineering sections.

The move was organized into three echelons - the advance ground echelon, the main ground echelon and the air echelon. First Lieut. L.R. Hughes was appointed Officer in Charge of the advance ground echelon and charged with the duty of setting up a 60-tent camp and having it ready to receive the remainder of the ground and air echelons which would arrive within 48 hours. Lieut. Hughes loaded twelve trucks with the necessary equipment and tentage, and departed from Moffett Field in record time - just fourteen hours after the conclusion of the conference in Colonel Lyon's office. This convoy covered the 265 miles of highway from

Moffett Field to Bakersfield in approximately ten hours, and by an almost superhuman effort Lieut. Hughes and 15 enlisted men had all the tents in place by three o'clock p.m. the following day.

The main ground echelon, under the command of 1st Lieut. D.W. Eisenhart, and composed of 74 vehicles (nearly two miles long) departed from Moffett Field 37 hours after orders were received and arrived at the Kern County Airport, near Bakersfield, just as the first flight of BT-13 type Basic Trainer airplanes, led by Captain DuBoise, landed on the field. In quick succession, flight after flight landed until a total of sixty planes lined the boundary of the field. These planes were flown by 31 flying instructors and 29 Flying Cadets (solo). The move was negotiated in just 23 hours from the time final instructions were issued at Moffett Field without injuring a single piece of equipment, either ground or air. The first convoy left Friday morning; by Saturday evening a new flying school had been set up in a small tent city, and the entire command was served a hot supper by their own cooks, under the supervision of Lieut. Morse.

At 7:20 a.m. Monday, the first student airplane roared into the air, followed by 59 other basic trainers. Flying was under way, the War Department schedule was being met, and the Air Corps Basic Flying School Detachment at Bakersfield, Calif., was doing its part in the great program for National Defense in the air.

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HATFIELDS AND MCCOYS MEET AT RANDOLPH

The hatchet is buried. The best known feud in modern history, Hatfields vs. McCoys, legendized in ballad and story, with the male members of both clans vowing to remove the others' names from all census lists, ended at Randolph Field, Texas.

When the lone representative of the Hatfield clan, Flying Cadet Elton E., of Huntsville, Ark., reported to the "West Point of the Air" recently, he was assigned to "O" Flight. For the first time in his life he met members of the McCoy tribe in the open. Flying Cadets Leon W., of Seattle, Wash.; Aquilla B., of Elmore, Ala., and Bill, of Los Angeles, comprised the "welcoming" committee who by coincidence, were members of the same flight. Now bonded together in a common interest, that of earning their wings and commissions, the once warring Hatfields and McCoys have avowed that their combined ambitions are to fly together as pilots and co-pilots in the multi-motored Bombers of the GHQ Air Force.

STRANDED NAVY PILOT MEETS GOOD SAMARITAN By the Randolph Field Correspondent

The Navy trainer bounced to a rough forced landing on the desert wastes of Arizona. The pilot, a young Naval Reserve Ensign, checked his position on his flight charts only to discover that he was countless miles from the nearest airport. And his engine would have to 'cut up' in this desolate area. High overhead the two other planes in the formation in which he was flying swung back onto their original route from San Diego, Calif., to Pensacola, Fla., having been assured that all was well with the pilot on the ground.

A check of the engine failed to reveal the cause of the trouble. He would have to send a message to the nearest airport by hailing a passing motorist on the highway, just a few feet from where the plane had stopped rolling. But even cars were few and far between.

As if in answer to a silent prayer, a car pulled to a stop and a young man asked if he could be of assistance. Producing a furlough certificate which identified him as Technical Sergeant O.A. Miller, a crew chief in the 43rd School Squadron, Randolph Field, Texas, the Army Air Corps man offered to check the engine. The Navy pilot knew his troubles were over. Once again the Army had come to the assistance of its sister service.

Within two hours, utilizing the plane's tool kit and some of the fine sand plentifully supplied by the desert, Sergeant Miller had corrected the ignition trouble, and was "Revvin" up the engine. A state highway truck which happened on the scene was dispatched up the highway to stop traffic for an attempted take-off from the road.

Sergeant Miller taxied the plane onto the road, made a final check, and turned the Naval craft over to its pilot. In a few minutes it was aloft, winging its way to rejoin the formation which had landed at Tucson. After gaining sufficient altitude, the plane dipped in a grateful salute to the Army, which had once again come to the assistance of the Navy.

Contrary to the best Army traditions, the Naval pilot's name was.....
Robert E. Lee.

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BROOKS FIELD ATTAINS INDEPENDENT STATUS

January 1, 1941, ushered into the Army a full-fledged, completely operating, wide-awake, Air Corps Advanced Flying School. A sub-post of Kelly Field since September 11, 1939, Brooks was declared an independent post and an

Advanced Flying School on New Year's Day, under the Gulf Coast Air Corps Training Center.

When Brooks Field undertook the job of training students, there were two squadrons on the field - the 22nd Observation Squadron and the 8th Transport Squadron. Since that time, a program of advanced flight training has been inaugurated with 150 Flying Cadets being trained at present, and this number being increased constantly. Under the 22nd Observation Squadron and "C" Flight of the 82nd Observation Squadron, another school for combat observers is operating. The student observers are graduate pilots of the Gulf Coast Air Corps Training Center.

In addition to starting from scratch and initiating two flying programs, the field has grown along with the expansion program. There has been organized, formed, classified, examined in Alpha tests, clothed, fed, housed and trained, the 23rd, 32nd and 34th Pursuit Squadrons; 65th, 66th, 69th, 70th, 71st, 72nd, 59th, and 77th School Squadrons; 63rd and 65th Air Base Groups (Special), a CHQ Air Force Detachment of 700 men, and at present the field is preparing for 1,000 more recruits. Brooks Field is quite proud of the progress made with a limited experienced enlisted strength and an officer strength of but from 100 to 143 during this period.

Under Major Stanton T. Smith, who has been the Commanding Officer during most of the expansion, the personnel is looking forward with confidence and anticipation to its new responsibilities as the "Air Corps Advanced Flying School, Brooks Field, Texas."

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TENTH PURSUIT WING ORGANIZED

The long contemplated activation of the 10th Pursuit Wing at Hamilton Field, Calif., was effected on January 16, 1941, with Brigadier General Millard F. Harmon assuming command. Members of the Wing staff were announced as follows:

Colonel Ross G. Hoyt, Executive Officer and S-3; Captains Harry L. Wickman, S-1; George D. Hastings, S-2; Bruce Campbell, Adjutant, and Charles G. Kirk, S-4.

Components of the 10th Wing include the following units: Headquarters and Headquarters Squadron; 20th Pursuit Group (F); 35th Pursuit Group (Int.); 45th Air Base Group (R); and 17th Transport Squadron.

Colonel Hoyt, who commanded the 20th Group before accepting his Wing staff assignment, was replaced as Group Commander by Lieut. Colonel Ira C. Eaker, who recently reported from the Office of the Chief of the Air Corps.

FLYING TRAINING ACTIVITIES

Randolph Field, Texas.

Eight trips around the world at the equator, with enough left over to fly to Delhi, India, are logged every flying day at Randolph Field, Texas, an inspection of the records at the "West Point of the Air" revealed. With 850 Flying Cadets now enrolled in the basic phase of their training, approximately 1500 hours are flown daily.

A new hours aloft record was established for 1940 when more than 202,700 flying hours were logged, equal to more than 1200 trips around the world. Field officials believe that this figure will be increased more than fifty percent during the present year as the expansion pilot training program reaches its production peak level.

Advanced Flying School, Kelly Field, Tex.

During the week of January 13-18, inclusive, the 196 Flying Cadets of Class 41-A, stationed at Kelly Field, averaged better than 13 hours of flying time per man. This was necessitated due to bad weather earlier in their flying training. To make up this time, each plane available flew also better than six hours per day.

This record speaks highly of the Cadets, the pilots and the men who serviced the planes.

One hundred men from the 64th Air Base Group, the 67th and 68th School Squadrons, were scheduled to leave on January 21st for San Angelo, Texas, where the Air Corps is opening a new Advanced Flying School. These men will open the supply warehouse, barracks, kitchens, etc., for the rest of the units which will be sent as soon as orders are issued for their transfer. The cooks and mess sergeants were to be flown to San Angelo on January 20th. Medical men were to accompany this first contingent, moving by motor transportation. In addition to the men, Air Corps supplies and transportation equipment were to be forwarded on January 21st.

Many of Kelly Field's leading instructors have been transferred to other schools. This always leaves a place to be filled. The younger instructors are filling the vacancies and proving capable of carrying the increased responsibilities.

"Incidentally, has anybody remarked about the way the Reserve officers have taken hold?" queries the News Letter Correspondent. "We have several who are doing an exceptionally fine job un-

der rather difficult conditions."

Southeast Air Corps Training Center.

In the early part of the summer of 1940, the Southeast Air Corps Training Center, under the command of Brigadier General Walter R. Weaver, came into being, with Headquarters at Maxwell Field, Montgomery, Ala., and was comprised of the Advanced Flying School at Maxwell Field and the Basic Flying School at the Municipal Airport, Montgomery, Ala., with the first Basic Class from civilian primary schools reporting on September 10, 1940. This was the first School under the new Air Corps expansion program to begin training student pilots.

During July and August, 1940, the Basic Flying School was organized. Leases were obtained from the City of Montgomery on the Municipal Airport land, from the State of Alabama, and several private property owners, on land adjoining the airport. A new prison hospital building, which had never been occupied, was leased from the State of Alabama. The headquarters of the Basic Flying School was established therein, and steps were taken to provide temporary office space for various organizations and departments of this School.

During the latter part of August, 1940, officer personnel began to arrive and skeleton organizations began operating at the Municipal Airport. Due to the fact that there were no facilities available at the Airport at this time for maintenance of aircraft or for quartering officer, enlisted or student personnel, the training of student pilots by the Air Corps Basic Flying School was begun at Maxwell Field, the home of the Southeast Air Corps Training Center.

The first class of student pilots (Class 41-A) reported for training on September 10th and was graduated at Maxwell Field on November 16, 1940. This class consisted of 104 students. Five weeks from the day Class 41-A started its training, Class 41-B reported. This class of 164 students was also trained at Maxwell Field, and was graduated on December 19th. Even though operating under conditions that were not ideal, we were able to graduate the first two classes from the Basic Flying School approximately ten days ahead of schedule.

At this point, it probably would be well to pass on to the Air Corps just what problems confronted us at the beginning of the Air Corps pilot expansion program, how they were met and

overcome, and what has been accomplished in order that this field could be used as a military post.

There were no buildings at the field suitable for quartering personnel, and barracks had to be built to house enlisted men and Flying Cadets. These are being rapidly completed, and by February 1, 1941, all personnel will be quartered in semi-permanent barrack buildings.

As stated above, Headquarters was established in the hospital building, which is located about one mile west of the Airport proper.

The hangar at the Municipal Airport has been utilized for Quartermaster and Air Corps Supply. A temporary control tower was constructed on the roof of the Municipal Hangar and used for controlling student traffic.

The Hostess House, which is a two-story brick building, is being used for supplying office space for the following offices: Director of Training and Secretary of School, Post Engineering Officer, Post Signal Officer, Post Operations, and 84th and 85th Squadrons Engineering and Operations.

No facilities being available for servicing large numbers of airplanes, bids had to be obtained from local representatives of various oil companies to supply gas to the airplanes.

In order to enlarge the field, it was necessary to remove a golf course surrounding the field on the west and south boundaries. Considerable grading and filling is being accomplished, and the landing field itself is being extended to the west approximately one mile and to the south approximately 1,000 feet. (Approximately 400,000 cubic yards of dirt had to be moved.) This new area will be sodded, and by April 1st the entire field will be available for use. When completed, the landing area will be roughly 7,000 feet by 5,000 feet. Also, by April 1st it is hoped all of the buildings, hangars, shops, etc., will be completed, when the general layout will be as follows:

A concrete mat along the west boundary of the flying field, 300 feet wide and 2,400 feet long, for parking and servicing aircraft; along this ramp one hangar, 150 feet by 300 feet, for shops and office space; three smaller buildings, 20 feet by 80 feet, to be used by the school and training squadrons as flight and operations offices; and just west of this area, thirty-nine 60-man barracks for housing Flying Cadets and enlisted personnel (22 for enlisted men, 43 for Cadets and 4 for officers); warehouses, telephone exchange, hospital, bachelor officers' quarters, and recreation building.

It is planned to continue using the State Prison Hospital for Headquarters and class room for ground school instruction.

Another problem which confronted the personnel of the Basic Flying School was that of selecting and constructing auxiliary flying fields. After careful consideration of terrain and geographical location, it was decided to lease property at Shorter, Ala., about 12 miles east of the Municipal Airport, and old Taylor Field, about 15 miles to the southeast. These fields had been under cultivation and required a considerable amount of leveling and grading to prepare them for use. The work on these fields has been completed, and they are now being used by the Flying Department for student training. (Note: Older pilot personnel in the Air Corps might recall that Taylor Field was a one-unit field during World War No. 1 and was used as a pilot training school.) A third auxiliary field, located ten miles from the Airport, is now under construction and should be ready for use in about three weeks.

One of the biggest problems our School Squadrons are having to combat is the maintenance of aircraft under most adverse conditions. All airplanes are parked out in the open, and no buildings are available for housing aircraft for maintenance. Therefore, all 25, 50 and 100-hour inspections are performed out in the open. During the winter months, this has caused our mechanics considerable discomfort due to cold and rain. Maintenance stands are being constructed of tubular steel with the tops and sides covered with canvas, and these should afford some protection to the mechanics.

By November 15, 1940, work on the new construction at the Municipal Airport had progressed to such an extent that it permitted moving half of the personnel of the Basic Flying School to the Municipal Airport. Class 41-C, consisting of 201 Flying Cadets and one officer, reported and started flying at the Municipal Airport on November 28, 1940. Class 41-D, of 193 Flying Cadets and three student officers, entered on January 5, 1941.

At the present time there are a total of 398 students in the upper and lower classes of the Basic Flying School and, since each student is required to have 70 hours' pilot time prior to graduation, this means that each ten weeks the Basic Flying School must fly 28,000 student flying hours, or 2,800 hours weekly. In order to meet this program, it has been necessary to fly seven days a week from 7:00 a.m. to 5:00 p.m., and from 5:30 p.m. to 11:30 p.m. Personnel

of this command were not granted lengthy Christmas holidays, as is the usual custom. However, on Christmas Day and New Year's Day, no flying was scheduled. All other days during the normal holiday period, including Saturdays, Sundays, and Christmas Eve, were devoted to regular student training.

It might appear to the readers of this publication that, by mentioning our long hours of operation at the Basic Flying School, we are complaining. This is not the case. Each and every member of this command realizes that an emergency exists and that it is essential for us to train airplane pilots at a more rapid rate than under normal conditions and, as a result, each member, from the highest ranking officer to the lowest ranking enlisted man, is cooperating with the Commanding Officer one hundred percent to help him meet the training program laid down by the Commanding General of the Southeast Air Corps Training Center and the Chief of the Air Corps.

The organization of the Basic Flying School consists of Headquarters, an Air Base Group, three school squadrons, Medical and Quartermaster detachments, and the Training Department (Director of Training, two Training Groups of three Training Squadrons each, Director of Ground School, and Secretary of the Basic Flying School).

The Air Corps Basic Flying School is commanded by Lieut. Colonel Aubrey Hornsby, Air Corps. The following officers are members of his staff and Department heads:

Lieut. Col. R.T. Edwards, Quartermaster.

Majors D.D. FitzGerald, L.H. Rodieck and J.E. Mallory, Executive Officer, Directors of Training and of Ground School, respectively.

Captains R.E.L. Choate, Operations Officer; R.H. Wise, Adjutant; G.D. McGrew, M.C., Flight Surgeon; C.P. West, C.O., Training Group No. 2; J.M. Coston, C.A.R., Finance Officer; W.L. Battle, F.A.R., Public Relations Officer; K.M. Soukaras, S.C.R., Post Signal Officer; G.F. Schlatter, C.O., Training Group No. 1; R.J. French, C.O., 84th School Squadron; D.I. Moler and H.F. Muentner, C.O., Training Squadrons Nos. 1 and 2, respectively; J.E. Blair and W.C. Freudenthal, C.O., 85th and 86th School Squadrons, respectively; C.E. Stiven, C.O., 86th Air Base Squadron.

Lieuts. A.O. Lerche, W.H. Councill, Cy Wilson and J.C. McGehee, C.O., Training Squadrons Nos. 5, 4, 3 and 6, respectively; F.F. Smith, Technical Inspector; E.M. Gould, Post Engineering Officer; W.E. Persons, Jr., A.E. Brown,

J.W. Clark, W.J. White, and E.M. Planche, Inf. Res., C.O., Hqrs. and Hqrs. Squadron, Unit Personnel Officer, Transportation Officer, Post Exchange Officer and Provost Marshal, respectively; J.R. Luper, Commandant of Cadets; J.T. Fitzwater, Post Weather Officer; R.E. Soper, Air Corps Supply Officer; D.M.L. Wright, Assistant Adjutant. Except as otherwise noted, the personnel listed above are Air Corps officers.

In closing, we would like to take this opportunity, through the medium of the Air Corps News Letter, to express our appreciation to Colonel F.E. Galloway, Commanding Officer of Maxwell Field, and his staff, for the splendid cooperation and help they rendered this School during the period of our operation at Maxwell Field. Without their help it would have been impossible for us to accomplish our mission.

Cal-Aero Academy

With 305 new Flying Cadets reporting to its training centers at Ontario, Oxnard and Glendale, Calif., Cal-Aero Academy received its all-time high class when members of Class 41-F reported. Of the above number, 220 Cadets are at the Ontario plant, 46 at Oxnard and 39 at Glendale. With 231 men of Class 41-E also at Cal-Aero, 536 Cadets in all are now under instruction.

The construction of additional buildings which will triple the size of Cal-Aero Academy's model training center at Ontario, Calif., will be completed by late January, according to an announcement by Major C.C. Moseley, operator of Cal-Aero.

The completed plant will have 25 huge permanent buildings, with facilities for 700 Flying Cadets. Elaborate barracks provide a room for each two Cadets, with bath between each pair of rooms, thermostatic control of heat, and walls packed with four inches of sawdust to insure coolness in summer and warmth in winter.

Frigadier General Davenport Johnson, Assistant to the Chief of the Air Corps, in charge of Training and Operations, and Brigadier General Henry W. Harms, Commanding General of the West Coast Air Corps Training Center at Moffett Field, early in January conducted their first inspections of the Air Corps Training Detachments at Cal-Aero Academy's three training centers at Ontario, Oxnard and Glendale, Calif.

Declaring that the successful results of the pilot training program indicate that pilots will be turned out as fast or faster than airplanes are produced for them to fly, General Johnson added

that the program's "customers," the tactical units of the service, appear to be well pleased with the first of the program's products. He also told newspapermen that pilot training is well on schedule and is working out entirely in accordance with the plans of its sponsors.

Headquarters of the flying instruction division division of the Cal-Aero Academy were transferred from that organization's Glendale headquarters to its huge new Ontario training center late in January.

Hereafter, Captain Harry C. Claiborne, Director of Flying, and his staff, will direct the work of Cal-Aero's 160 instructors from the Ontario center.

Moffett Field, Calif.

During the past several weeks, Moffett Field, headquarters for the West Coast Air Corps Training Center, was the scene of several announcements regarding important changes bearing on the Air Corps pilot training program. Almost of equal importance from a news standpoint were these two revelations: the establishment of a new "reception center" for all West Coast Flying Cadets, and the establishment of two new basic flying schools near Bakersfield, Calif.

The "reception center" will initiate a new method of "processing" the Air Corps' potential pilots for, prior to beginning their primary training at one of the civilian elementary flying schools, they will come to Moffett Field or one of two other fields to be established in the southwest and gulf areas. According to Brigadier General Henry W. Harms, commanding the West Coast Air Corps Training Center, who announced the plans, the expenditure of \$500,000 will be necessary for the "reception center."

Under the new plan, accepted Flying Cadets will be ordered to report for a four-week training period at Moffett Field, where uniforms will be issued to them and where they will be vaccinated, inoculated and otherwise adjusted to Army life, so that they will have a less difficult time while at school. They will be given the fundamentals of military drill, lectures on military courtesy and a certain amount of classroom work on subjects closely related to their future training. They will receive some athletic work, and a physical re-check to assure their being in perfect physical condition. At the end of the four weeks, they will be sent in groups to the various elementary flying schools in Southern California to begin their flight training.

In command of the Reception Center will be Major A.W. Robertson, A.C., assisted by 16 officers and 15 civilian instructors. Buildings to be erected for the Center, all of temporary frame construction, include an administration building, 16 barracks, one mess hall, two day rooms, one recreation building, six school buildings, one service club, one clothing issue room, and a large gymnasium. Construction is to be started shortly, and the buildings are expected to be completed by March 15th.

Major Robertson, a World War veteran and a graduate of the U.S. Military Academy in 1914, started flying training in 1916 and went overseas in August, 1917. In October, 1918, he returned to the United States and served successively at Ream and Rockwell Fields; commanded Mather Field at Sacramento, Calif.; commanded the 91st Aero Squadron on Mexican Border patrol, and then served as Assistant Professor of Military Science and Tactics at the University of California. He retired from active duty in June, 1922. On January 1, 1941, he was called back to active duty and reported at Moffett Field. He has the Order of the Purple Heart, Legion of Honor, and Victory Medal with three stars.

According to a recent announcement by Brigadier General Henry W. Harms, commanding the West Coast Air Corps Training Center, arrangements for leasing two large sites for basic flying schools were made and approval thereof is awaiting the signature of the Secretary of War.

The fields will operate as units of the West Coast Air Corps Training Center, under the local headquarters. Cadets will be given their basic training there, just as they are at Moffett Field, after completing their ten-week training period at one of the nine civilian primary schools. From there they will go to one of the advanced flying schools, graduation from which will mean their wings and a commission as second lieutenant in the Air Corps Reserve.

The areas of the fields themselves will be approximately the same as Moffett Field, but the personnel will be larger, as it is anticipated that 350 Cadets will be in continuous attendance as compared with the 250 at Moffett Field under the present set-up. The new fields will have three school squadrons, as against two at Moffett Field, for the maintenance of the Training planes. In addition, there will be the usual base headquarters squadron, Quartermaster and Medical units and other small detachments at the field. A

radio transmitter, which will serve all of the Army units in the Bakersfield area, will also be installed.

The sites were selected by the Air Corps after a survey made by local officers, under the direction of General Harms, who is charged with the expansion of the pilot training program on the West Coast. Inspections were made of several sites in Southern California, Nevada, and Arizona, where weather conditions are most conducive to flying the year round. The locations of the other schools, which will be activated under the expansion, have not yet been announced.

The Air Mail pilots used to have a slogan: "Neither snow nor rain nor heat nor dark of night shall stay these couriers in the swift completion of their appointed rounds." Some such slogan should be written for the West Coast Air Corps Training Center, commanded by General Harms.

The Santa Clara Valley, in the heart of which Moffett Field is located, experienced its worst winter in over 47 years. Late in November, ground fogs set in and lasted for about five days, during which flying operations for Class 41-B were greatly hampered. Then followed during December the heaviest rainfall ever recorded in this valley.

However, in the face of these conditions, by flying Saturdays and Sundays, the class managed to secure 65 hours and 45 minutes of the 70 hours required for graduation and, in addition, established a new high record for Air Corps training.

During this period of inclement weather, the Director of Training decided to intensify the ground work, so that when clear days prevailed a maximum amount of time could be spent in the air. The Cadets attended their academic courses throughout the day; the huge hangar was cleared of airplanes in the center, and this space was devoted to military training. These changes in the schedule enabled the cadets to complete their ground work.

As there seemed to be no indication of the weather clearing, Colonel E.B. Lyon, Commandant of the School, dispatched a board of officers to survey the conditions around the countryside over a radius of several hundred miles. They reported that Bakersfield, Calif., seemed to offer the best flying.

On January 11, 1943 Flying Cadets, 47 instructors, 60 airplanes, and the 79th School Squadron (133 officers and men) were dispatched to Bakersfield by truck and airplane, and an emergency camp was established at the Kern County Airport, some 200 miles south of Moffett Field, located at the southernmost extremity

of the San Joaquin Valley.

During the stay of this class at Moffett Field, a total of 3,439 hours and 15 minutes of flying time was accumulated. The total dual time was 2,283 hours and 45 minutes, and the total solo time, 1,155 hours and 30 minutes. The average time per student was 26 hours and 4 minutes.

Between January 13th, when flying was started at Kern County Airport, and January 15th, inclusive, a total of 1,116 hours and 10 minutes of flying was accumulated. The total dual time was 297 hours and 10 minutes, the solo time, 819 hours.

To date, each cadet of Class 41-C has accumulated 60 hours and 47 minutes of the 70 hours required in the air.

While the Kern County Airport is purely an emergency camp of officers, cadets and enlisted men, all being under canvas and the ships being staked down in the open, no bad weather has been encountered thus far, and the people of Bakersfield and vicinity are doing their utmost to make the stay of the Air Corps personnel a most pleasant one.

When the cadets return to Moffett Field before being transferred to the Advanced School at Stockton, they will have completed every phase of the basic training program.

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HIGH ALTITUDE EXPERIMENTS

Three Selfridge Field officers returned recently to their home station from Wright Field, Dayton, Ohio, where high-altitude experiments were conducted by the Aero Medical Research Laboratory. Captain E.J. Tracy, Medical Corps, and Lieuts. L.M. Sanders and F.H. MacNaughton, Air Corps, participated in the experiments.

Demonstrations were conducted in a 40-foot altitude pressure chamber simulating ascent to an altitude of 38,000 feet. Members of the experimental group, each supplied with the proper oxygen equipment, acted as subjects. The pressure chamber can simulate the effects of high altitude flight by a process which reduces the density of the air inside the chamber to that of any desired altitude.

Members of the group were also taken aloft in a "Flying Fortress" to an altitude of 30,000 feet for a mass test of the new oxygen equipment in high altitude flight. Lectures concerning present and future aircraft performance in high altitude flight, effects on individuals at high altitudes, and existing knowledge of flights in the substratosphere were attended by members of the class.

NEW PROPELLER BLADE

A new propeller blade recently brought to the attention of technicians at the Air Corps Materiel Division, Wright Field, Ohio, incorporating certain features quite novel in character, is under development at present. Although the plan form, thickness ratios and airfoil sections of this blade follow conventional lines, the method of construction is different.

The standard blades now in use fall roughly into two classes - solid and hollow types. In the solid type, any load imposed upon the blade is distributed throughout its entire mass. In the hollow type, the load is carried by the outer shell, which takes such shape as is necessary to fill out an airfoil.

In the new blade, designed by the Riley Propeller Company, the loads imposed are carried by an integral core. This core may be of any desired shape, but is usually a forged steel slab of sufficient stiffness and thickness to carry the entire loads imposed upon the blade. One end of this slab is forged round to form the blade shank. Sufficient high-grade rubber is then vulcanized on the slab, in a die, to form the required airfoil and thickness ratio.

Several advantages are apparent in this type of construction. Contingent upon close forging tolerances, it lends itself readily to high-speed production methods. In cases where blades have been bent, they can be straightened. In spite of the high bond strength between rubber and steel (approximately 400 lb. per sq. in.), the rubber can be readily stripped off. The steel core may then be annealed, straightened, heat treated and a new rubber covering applied.

This possibility is especially advantageous in blades intended for use on training planes, since they are subject more frequently to near nose-overs than other types. The rubber covering gives favorable resistance to weathering and oxidation. In addition, such a covering has high speed impact resistance, high shear strength properties, and serves to dampen out vibration.

Full testing by the Materiel Division will reveal whether or not results will live up to anticipations.

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NEW CABIN HEATER

A gasoline-burning cabin heater is at present under test by the Materiel Division in a B-18 airplane. Basically, the heater is the same as that manufactured for automobiles by the Stewart-Warner Company, and was submitted by that company. In operation, fuel is

burned within a totally enclosed combustion chamber, and the products of combustion are disposed of outside of the cabin. Heat for the cabin and engines is obtained by passing air, either from the outside in flight, or from a blower when the airplane is on the ground, across the finned combustion chamber.

The unit has a capacity approximately double that of the steam systems with which the B-18 airplanes are now equipped. Moreover, the system can be used to heat the cabin in flight, also the cabin and engines on the ground. In flight, the airplane engine fuel mixture is burned in the heaters. When the airplane engines are not running, a small gasoline engine-driven blower installed in the airplane is utilized to operate the system.

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NEW MOVIE REGARDING FLIGHT SURGEONS

Wright Field experiments with high-altitude flight conditions and the effect of substratosphere flight on pilots and personnel will form the basis for a new film planned by 20th Century-Fox, to be titled "Flight Surgeon," officials announced recently.

At Wright Field conferring with Captain J.H. Fite, Public Relations Officer, was Warren Duff, writer of the script for "Submarine D-1," "Angels With Dirty Faces," "Each Dawn We Die" and other well known pictures.

Mr. Duff spent several days in the Aero Medical Research Unit assembling material, with the assistance of Captain Otis Benson, Jr., Chief of the Aero Medical Research Laboratories, and was of the opinion that if the completed story received approval by authorities it was probable that at least part of the picture would be made at Wright Field.

The proposed movie will be adapted from the book of the same title, but will deal largely with the experimental and research phases of aviation medicine. It will be produced by Darryl F. Zanuck and Robert McGowan as a high-budget picture, Mr. Duff stated.

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The 1st, 31st, 49th and 50th Pursuit Groups at Selfridge Field, Mich., will absorb some 212 Air Corps privates who are now pursuing instruction at the Air Corps Technical Schools, Chanute and Scott Fields, Ill. With the assignment of these new men, the total strength of Selfridge Field will include 3,321 officers and enlisted men. Courses in airplane mechanics, radio operation and repair, aircraft welding and metal work are pursued at these schools.

V-8728, A.C.

36TH PURSUIT GROUP LANDS IN PUERTO RICO

Comments of the correspondents of the Squadrons of the 36th Pursuit Group regarding their journey from Langley Field, Va., to Puerto Rico, are given below, as follows:

22nd Pursuit Squadron: The voyage aboard the U.S.A.T. CHATEAU THIERRY was a new and enjoyable experience for most of the officers and enlisted men. Very few men were sea-sick. The officers all survived the ship's roll, but four enlisted men felt the effects of the voyage. The common discussion among the enlisted men is that Puerto Rico is a wonderful place. The climate is excellent and even blankets are in order for sleeping.

23rd Pursuit Squadron: The Squadron, less Air Echelon, departed from Langley Field on January 2, 1941, for Ponce Air Base, arriving there on January 6th. The trip on the Army Transport CHATEAU THIERRY was exceptionally calm, the weather being nice all the way. Only several cases of seasickness were encountered, recovery being complete before the Island was sighted. The Squadron particularly enjoyed the send-off rendered by the Air Echelon, as they passed in review shortly out of Newport News, Va. Considering the distance, most members of the Squadron are away from home, the morale is excellent. Our Squadron Commander, Lieut. Frederick W. Baggott, so appointed for this move, has done an excellent job in getting the Squadron organized at the new base. We have started classes in Spanish, Military Customs and Courtesies, Infantry Drill, Machine Gunnery, and Care and Handling of the Pistol. The Squadron is looking forward to a very pleasant tour of duty.

32nd Pursuit Squadron: Since the 36th Pursuit Group was formed it was known that our final post would be in Puerto Rico. However, as time went on and as new officers and men were assigned to our organization, rumors were begun and, until our sailing orders were received, rumors had it that we were slated for any post that might sound like a paradise - if it didn't, it was made to.

The Group was rather fortunate to have assigned to it Lieut. Smyser, who had spent a few years in Puerto Rico. The information he conveyed to us was interesting and quite a lift to our views and morale.

The packing of our belongings and the loading of same aboard the U.S. Army Transport CHATEAU THIERRY ended further chatter concerning probable future posts. The boat was loaded, then boarded, the tug came alongside and we were

off. A few minutes later, the Air Echelon gave us a departing review - all the officers of the Echelon seemingly outdoing themselves to make their passing formations in perfect order.

The passenger list and freight constituted the biggest load ever carried by the Chateau Thierry - over one thousand officers and men, including the occupation of every bit of space with every conceivable kind of freight. Although conditions appeared to be cramped, the officers and men all enjoyed ample space for sleep and recreation. The excellent cuisine made gourmands out of everyone.

Fortunately, the weather was grand - clear days and nights, with occasional tufts of Cumulus clouds and once in a while a mild but refreshing wind.

The pilot boarded the boat at 6:42 on Monday morning, January 6th, and proceeded to lead it gracefully into the dock, just about tearing it apart. Then came the excitement of leaving the boat and feeling land for the first time in four days. We boarded a narrow gauge railroad that seemed to struggle through large fields with sugar cane on either side and finally reached the Ponce Air Base.

Ponce was primarily a mass of construction. However, the barracks we were to have were all completed - all new and easily comparable with any of the barracks in the States, which made the men feel quite pleased.

Only two mess halls have been completed thus far, with expectations of the rushed completion of the 32nd Squadron's mess very soon. Our men are chatting about an unparalleled mess of their own. They will soon be given an opportunity to carry out their desires in that respect.

We have been here approximately a week and, despite all this construction and now the mud due to rain, things are rounding out perfectly. With the exception of flying and the work connected therewith, all other business is running smoothly, with all the men looking forward to an excellent tour of duty. Lieut. Ramsey, the 32nd Squadron Commanding Officer, has done an excellent job and should be commended for his work.

Hqrs. and Hqrs. Squadron: The Squadron arrived at Ponce Air Base on January 6th and began immediate work towards reaching normal functioning. Barracks were assigned and everything proceeded in order until the rains came. For the first time in fifty years it rained at the air base during January. Despite adverse weather conditions and the sudden change in climate incident to the move from Virginia to Puerto

Rico, the organization of the new base proceeded rapidly and with a high degree of health among the men. On Saturday, January 11th, the first passes were granted, and we began to see the surrounding country.

The Squadron paraded with the 36th Pursuit Group on January 10th before a representative of the Puerto Rican Department from San Juan.

The most popular week-end sport at present is riding horseback in the nearby mountains. Another sport - if such it may be called - is trying to speak Spanish.

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THE "BIG BUST-UP" AT HAMILTON FIELD

What is being referred to as "the big bust-up" in the barracks and mess halls at Hamilton Field, Calif. - organization of new units for recently established air bases - is causing a great deal of interest and conjecture among the personnel, with orders on hand to provide from existing units nuclei for four Pursuit groups and an air base squadron, with stations at Everett, Wash.; Portland, Ore., and Riverside, Calif.

With no definite information available yet regarding personnel, car buying and apartment leasing has dropped to the minimum, and the more cautious members of the command are keeping their barracks bags packed. The most popular form of greeting at the post, replacing the customary "Good Morning," is "Hya, soldier; I hear you're going to Portland," which causes a scurrying to the orderly room to heckle an already distraught first sergeant.

Times are not dull at Hamilton Field these days - not with the "big bust-up" in the offing.

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D.F.C. TO CAPTAIN HUDNELL

The War Department announced the award of the Distinguished Flying Cross to William T. Hudnell, Jr., Captain, Air Corps, United States Army, for heroism displayed while participating in an aerial flight at Langley Field, Va., April 23, 1940. Captain Hudnell, piloting an Army airplane P-36A, AC 38-6, on an individual acrobatic mission, was returning to his station when, descending from an altitude of 2,000 feet, the control stick of his airplane locked in the neutral position. Convinced that if he abandoned the airplane much damage to property and perhaps casualties among the residents of the semi-congested area over which he was flying would result, Captain Hudnell disregarded all consideration of his

own safety, despite the fact that his first attempt to land proved unsuccessful, and rather than risk the probable damage his uncontrolled airplane might cause made a second attempt, and brought the disabled airplane to a safe landing. The courage, sound judgement and skill displayed by Captain Hudnell averted the destruction of valuable government property, possible loss of civilian life and property, and reflected great credit upon himself and the military service.

Captain Hudnell is now attached to Hqrs. and Hqrs. Squadron, 8th Pursuit Group, Mitchel Field, L.I., New York.

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MAYO CLINIC EXPERT AT WRIGHT FIELD

An interesting consultant at Wright Field recently was Dr. Paul L. Cusick, of the ophthalmology section, who came on leave of absence from his laboratory at the invitation of Captain Otis Benson, Jr., Chief of the Aero Medical Laboratory at Wright Field. The problem presented concerned the visual techniques to be employed in choosing aerial gunners for the fulfillment of military national defense missions.

With combat airplanes swooping and diving in three-dimensional paths at better than 300 miles per hour, extraordinary demands are made on the eyes of an aerial gunner engaged in centering his fire on enemy targets, dodging in crazy tangents at the same speed.

Orientation of the problems began when Dr. Cusick interviewed a number of Wright Field armament and ordnance officers and was climaxed by a series of test flights in which gunners, using the latest sighting mechanisms, were observed in gunnery practice by Dr. Cusick.

Captain Benson became acquainted with Dr. Cusick during a period of study at the Mayo Clinic just prior to the former's assignment to Wright Field several months ago.

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S E T T L I N G D O W N ?

After having traveled 250 miles groundward in 389 parachute jumps, William H. (Bill) Cook, 30, of Los Angeles, has decided to settle down to earth.

Cook recently enlisted in the Army Air Corps and was assigned to Randolph Field, Texas. Private Cook has completed his recruit processing and has been assigned to a school to prepare him for his future duties. He is learning how to pack a parachute - strange as it seems.

BREVITIES FROM HERE AND THERE

The 64th Air Base Group (Special), the 67th and 68th School Squadrons will make a permanent change of station from Kelly Field, Texas, to San Angelo, Texas, in the near future.

The three units have a total strength of approximately 1,000 officers and enlisted men. Movement will be made by motor and rail. An advance detachment of at least one officer and approximately 100 enlisted men from these units will be moved to San Angelo, Texas, as soon as possible, and the remaining troops one week later.

Curtiss-Wright Technical Institute at Glendale, Calif., currently training some 600 Air Corps enlisted men as mechanics and sheet metal workers, achieved the distinction of becoming America's largest school of its kind in January, when Major C.C. Moseley, owner of the institute, announced an enrollment of 2,044 students. Nearly 1500 civilians are studying aeronautical engineering and master airplane mechanics alongside the Army contingent of students.

Master Sgt. Robert Miller, of the 36th Bombardment Squadron Detachment, Fairbanks, Alaska, was a visitor at Middletown Air Depot, Olmsted Field, Pa., during January, vacationing from the frigid Alaskan weather - 46 below in December. He called on Lieut. Col. George G. Cressey, under whom he once served. Sgt. Miller is assisting in experiments at Ladd Field with cold weather operating equipment.

"It is true; mosquitos get as big as horseflies during the short Alaskan summer," Sgt. Miller reported.

The downtown recreation center, donated to the soldiers of Hamilton Field by the people of San Raphael, Calif., is proving a great success, with an average of 75 enlisted men daily availing themselves of its facilities. New equipment is being added each week, and the latest development is the formation of a dramatic club, jointly sponsored by the center and the Post Morale Officer, which plans to present one show a month.

Hostesses from various women's organizations are on duty every night, dispensing refreshments and, when necessary, providing a fourth hand at bridge.

The 29th Bombardment Group, MacDill Field, Tampa, Fla., at last can display its colors, with the appearance of a Group Insignia, originated and designed by the Group Commander, Lieut. Colonel

Vincent J. Meloy. The Group motto is "Power for Peace."

January 14th became a red letter day in the history of MacDill Field, Tampa, Fla., as General Clarence L. Tinker had the honor of being the first man to land an airplane on the field's immense runways. An aerial review took place over the field, after which the Bombers landed to permit their crews to witness the dedication exercises, to which prominent civic leaders of Tampa had been invited.

Fatigue details at MacDill Field have been busy daily landscaping the area occupied by the 6th Bombardment Squadron. Evergreens have been planted on the front lawn, and the area is rapidly assuming the appearance of a well-kept manor. The men are proud of their home, and each squadron is trying to outdo the other in the beautification of their barracks area.

The 26th Air Base Group at Westover Field, Chicopee Falls, Mass., has been formed into squadrons - 36th Materiel, 25th Air Base and Headquarters, the respective commanding officers being Captains James N.C. Rossidy, Morris J. Brummer and 1st Lieut. James A. Miller. Major John R. Drumm is Commanding Officer of the 26th Air Base Group; Captain Carl B. Dockmejian, Executive Officer; 1st Lieut. George K. Geary, Adjutant, and Captain Dan H. Dye, Mess Officer.

A new Basic Trainer, known as the XBT-12, was delivered from the Fleetwings Company to the Air Corps Materiel Division, Wright Field, Ohio, for testing on January 13th.

Since the beginning of the dry season, the varicose seacoast batteries of the Panama Coast Artillery Command have been undergoing some intensive training, and the 39th Observation Squadron at France Field has been fortunate in finding opportunities to practice aerial spotting in cooperation with their firing. This work has been conducted on both the Atlantic and Pacific sides of the Isthmus.

After 21 years in the Air Corps, during the course of which he served three years each in Hawaii and the Philippines, Master Sgt. George H. Fisher, 2d Observation Squadron, Lowry Field, Denver, Colo., was ordered to active duty as a second lieutenant and assigned as instructor of parachute troops at Randolph Field, Texas. During the course of his service in the Air Corps, Lieut.

(Continued on Page 17)

INCREASED AREA FOR WRIGHT FIELD

Wright Field, along with all other Air Corps activities, has seen tremendous expansion of personnel and building since the National Defense Program was initiated. An expansion of area is also to take place in the near future which will double its present size.

The first legal steps toward the purchase of approximately 745 acres of farm and suburban land immediately surrounding the present field were taken on January 10, 1941, when Mr. Eugene Mayl, special attorney for the Department of Justice, filed a "declaration of taking" in the United States District Court at Cincinnati before Federal Judge John H. Druffel. The declaration entitles the Government to immediate possession of the land.

Mr. Mayl placed a check for \$254,910 in escrow with the court, to be paid to the owners of the 23 parcels of land included in the addition to the field. Judge Druffel set January 20th as a date for a hearing of any protests on the amounts prorated to the property owners for their property.

According to Lieut. Colonel Lester T. Miller, Commanding Officer of Wright Field, the addition will increase the present flying field, making a total flying area of approximately 1200 to 1300 acres. Present occupants of the land will be asked to vacate their properties by about April 1st, when the work of grading, draining and fencing the new addition will begin.

First construction work on the new land will be a huge north-south runway, extending through both the new land and the present flying field for a distance of 9,000 feet. The runway will probably be the longest in the world when completed.

A runway of this length has been made necessary because of the increase in size of new Bombers with which Wright Field is experimenting. The Douglas XB-19, now nearing completion, has a wing spread of 212 feet. A runway of extraordinary length will be required for obtaining data on landing and take-off performance of large airplanes, and the increased flying field area for the gathering of large numbers of aircraft for special missions.

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BUILDING PROGRESS AT PATTERSON FIELD

Award for the building of a permanent hospital for Patterson Field was made on January 16th, and, with work to begin in ten days' time, this much needed building will be at last under way. The award was made to Ogden and Dougherty,

of Portsmouth, Ohio, for \$210,849. The hospital is to be a two-story structure of hollow tile and brick veneer walls. It is to be a T-shaped building; one wing 38 feet by 131 feet, 4 inches, and the other, 38 feet by 67½ feet. Completion is to be accomplished in 245 days.

The Patterson Field hospital which now serves that field and Wright Field is an old wartime temporary structure. With a great deal of ingenuity by the Medical officers, assiduity on the part of painters and plumbers, and the installation of modern equipment, it has been kept in serviceable condition. All are looking forward to a modern building, however, which will be in keeping with the great growth of the two fields served.

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AIR CORPS CONSTRUCTION PROJECTS

Scott Field, Ill.

Lieut. Donald S. Blair, Corps of Engineers, U.S. Army, of the District Engineer's office in St. Louis, Mo., has taken over the supervision of construction now in progress at the Air Corps technical training school at Scott Field, Belleville, Ill. The official transfer of construction activities from the Construction Quartermaster to the Corps of Engineers was effected on January 1, 1941, and was in keeping with an order transferring all construction at Army posts from the Quartermaster's Department to the Corps of Engineers, with the exception of the Panama Canal Zone.

Among the buildings under construction at Scott Field is the new mess hall in the cantonment area that will seat 6,000 men. This building costs \$209,000, and is the second largest mess hall constructed by the Army. The heating unit for this building costs another \$50,000.

Nearly 3,000 men have been engaged in the reconstruction program at Scott Field. Some 1,500 workmen in private industry are employed on the new cantonment project, and 2,300 WPA workmen are used on foundation, road and landscaping work.

The Corps of Engineers will also have supervision of the new radio school buildings which are shortly to be completed. The building has approximately 20 rooms, with 42,100 square feet of floor space. It costs approximately \$127,532 in excess of the foundation that was completed by the WPA.

Wright Field:

Bids were opened on January 16, 1941, for an aircraft laboratory and shop to be located at Wright Field, Dayton, O.

V-8728, A.C.

The structure will consist of two buildings with a connecting wing, the first one two stories high with dimensions of 262 by 51 feet, and the second, 92 by 182 feet, one story high. The connecting wing, which will be a mere corridor, will be one story high and 50 by 53 feet. The building is to be erected on the hill in the general vicinity of the new wind tunnel. It will be of structural steel with reinforced concrete and brick walls.

Selfridge Field, Mich.:

Writing under date of January 25th, the News Letter Correspondent states that with ten days remaining before the completion deadline, general contractors working on the \$665,000 Army Air Corps expansion construction program have all but two of the 65 buildings roofed and expect to turn the substantially completed project over to the Army on schedule.

Furnaces have been installed in all but 11 buildings, and wiring is practically complete in 61 of the new Air Corps barracks, supply, operations, school, mess, recreation and hospital buildings which have been under construction since November 4, 1940. From a peak of about 600 men, the working force has been reduced to 350.

As the Selfridge Field expansion job draws to a close, the general contractors will turn their attention nearby to the \$407,000 Selfridge Field - Lt. Clemens housing project for married non-commissioned officers which was scheduled to get under way on January 27th. This cost-plus job is under the Federal Works Administration.

Savannah, Ga., Air Base:

On January 12, 1941, the three Groups and attached units stationed at this air base completed the transfer from tents to temporary barracks. This was a welcome change for all concerned.

According to the News Letter Correspondent, the Savannah Air Base is the first completed in the United States under the expansion program. The hangars and some of the buildings will not be ready before February, but barracks and essential buildings were ready on January 1st, a mere 95 days after ground was broken.

Despite the speed of meeting a rush schedule that called for 'round-the-clock shifts, buildings at the air base are designed to last for many years and contain many comforts not seen in the World War.

A public program is being arranged for the dedication, and visiting Army officials are to be invited. Brigadier General Lewis H. Brereton, Commanding Gen-

eral of the Air Base; Major Michael Grimaldi, Constructing Quartermaster in charge of building the project, and civic officials are collaborating on the arrangements.

Certain portions of the Air Base will be open for public inspection during the afternoon of February 5th, and a band concert will be heard. Appropriate speeches are planned. The completion of the \$3,000,000 project is expected to attract national attention.

The air base is a complete community, with water system, paved streets, sewage disposal plants, hospital, fire station, moving picture theater, recreational building and other features of a small city. Buildings are screened, furnace-heated and equipped with modern facilities.

Approximately 3,500 officers and men are stationed at the air base, making up the 35th Air Base Group, the 3rd and 27th Bombardment Groups (L), and the 17th Bombardment (L) Wing Headquarters. Also attached to the base are detachments of the Medical Corps, Quartermaster Corps, Ordnance Department and Signal Corps.

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Brevities (From Page 16)

Fisher made 33 exhibition and competitive parachute jumps. While engaged in this work he trained in dropping machine guns and machine gunners. During the floods in Mississippi and Louisiana in 1930, he was busy dropping food, clothing and medical supplies to persons marooned in the flooded territory. Assistance was given the Coast Guard in the way of dropping outboard motors for their boats.

Lieut. Fisher graduated from the photographic course at the Air Corps Technical School in 1934. He saw service with the Canadian forces for 28 months as an ambulance driver.

The 44th Bombardment and the 53rd Pursuit Groups have just been formed at MacDill Field, Fla. The Correspondent of Hqrs. and Hqrs. Squadron, 29th Bombardment Group, states that his organization, an infant, less than a year old, is proud of having furnished men to these two new groups to aid in their birth.

Because of speedy recruiting for its proposed split up into three squadrons, the 89th Reconnaissance Squadron, McChord Field, Wash., is greatly over strength. The new organizations will be known as the 19th and 20th Light Reconnaissance Squadrons. The medium range ships will be based inland, probably at Pendleton,

Oregon, and the others will remain on the coast, probably at Fresno, Calif., and McChord Field, Wash.

The 15th Bombardment Squadron (L) at Lawson Field, Ga., has been kept busy attacking tanks, motorized infantry, gun positions, and the like, in and around Fort Benning, where the Infantry School conducts demonstrations in the field for the benefit of officer students attending the School. The "Buzzing" of a certain hill on a map, or a troop column, etc., shows up frequently on the daily flying schedule and provides a bit of fun for the pilots. Here is one time a pilot can fly on the tree-tops without any fear of the CAA or the CCC's wrath.

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ADDITIONAL AIR CORPS TRAINING SCHOOLS

Under date of January 24, 1941, the War Department announced the awarding of contracts for primary flying training to the following eleven civilian schools:

Air Activities of Texas, Inc., Corsicana, Texas;
Brayton Flying Service, Inc., Cuero, Texas;
Embry-Riddle Co., Arcadia, Fla.
Graham Aviation Co., Americus, Ga.
Lou Foote Flying Service, Stamford, Tex
Oklahoma Air College, Inc., Oklahoma City, Okla.
Palo Alto Airport, Inc., King City, Calif.
Pine Bluff School of Aviation, Pine Bluff, Ark.
Rankin Aeronautics Academy, Inc., Tulare, Calif.
Southern Aviation School, Camden, S.C.
Southwest Airways, Inc., Phoenix, Ariz.

The first class at each school will start about March 22, 1941, and new classes will enter every five weeks thereafter. Approximately one hundred flying cadets will be in training at each school. There will be 2383 Flying Cadets undergoing training in civilian schools on March 22, 1941.

These 11 new schools are in addition to the 17 previously selected schools for elementary pilot training. The existing schools are:

Alabama Institute of Aeronautics, Tuscaloosa, Ala.
Allan Hancock College of Aeronautics, Santa Maria, Calif.
Cal-Aero Training Corporation with schools at Glendale, Ontario and Oxnard, Calif.
Chicago School of Aeronautics, Glenview, Ill.
Dallas Air College, Dallas, Texas.
Darr Aero Tech., Albany, Ga.

Lincoln Flying School, Lakeland, Fla.
Mississippi Institute of Aeronautics, Jackson, Miss.

Missouri Institute of Aeronautics, Sikeston, Mo.

Parks Air College, East St. Louis, Illinois.

Ryan School of Aeronautics, Hemet, Calif.

Ryan School of Aeronautics, San Diego, Calif.

Sparton School of Aeronautics, Muskogee, Okla.

Sparton School of Aeronautics, Tulsa, Okla.

Texas Aviation School, Fort Worth, Texas.

Under original plans of the Air Corps to step up the training rate of students to an output of 7,000 pilots a year, the maximum rate of enrollment was to have been attained on November 30, 1940, when a class of 1292 Cadets was to have started training. Hence, there was a steady growth in the number of Air Corps students entering civilian schools, from 475 students who began their work in the class of May 18, 1940. The class of June 29, 1940, contained 599 students; the class of August 3, 1940, listed 899 students; that of September 14, 1940, a total of 1121 students; class of October 19, 1940, 1327 students.

However, before the maximum training rate under the program to produce 7,000 pilots a year had been realized, the Air Corps launched its 54-group expansion program, which required the immediate enlargement of training facilities. While an increase in the number of civilian schools participating in the training program was acknowledged to be necessary, they could not be added to the list immediately, and consequently the facilities of existing schools were given an additional load. The result was a rise in the schedule of 1292 students for the November 30 class to a total of 1430 actually admitted to training. Thereafter, the January 4, 1941, class jumped to 1688, the same number of students as are expected to enter in the class of February 15, 1941. And with the addition of the 11 new schools, the training rate will surge upward to make a total of 2,383 students for the class entering on March 22, 1941. This is the number necessary to provide an output of 12,000 pilots a year under the expanded program. Both the February and March classes are already fully enrolled. Plans for future classes contemplate enrollment of students in groups corresponding to the size of the class of March 22, 1941. All elementary flight

(Continued on Page 19)

FERRY PILOTS DISCUSS VIRTUES OF PT-3

The pilots from Fort Sill, Okla., have numerous tales to tell after returning from ferrying PT-3 airplanes from Dallas and Tulsa to points ranging from the corn country of Illinois, the lake country of Minnesota, the snow country of Montana, and the mountains of New Mexico and California. One pilot heading west out of Cheyenne claims to have flown backwards part of the time. Fortunately, the wind eased up enough for him to get over the mountains before running out of gas. Another pilot reported taking 3 hours and 20 minutes to fly 135 miles. Again, there is the pilot who had a forced landing in Montana because of a broken rocker arm, another forced landing because of insufficient gas (New Mexico automobile gasoline seems to work in a PT-3), another engine failure in Missouri, and still another pilot picked out a pasture in Texas in which to come down, to look at his oil supply (oil pressure going from 70 to 10), which was practically nil.

Several pilots indulged in a bit of night flying in the PT-3's, since in certain parts of the United States the sun goes down at about 5:00 p.m., and it gets rather dark a few minutes later. With a ground speed of forty miles per hour and landing fields 50 to 100 miles apart, you cannot always land when it gets dark.

It was not determined how high the PT-3 will go, but one pilot was at 14,000 feet when, fortunately, he was in an up-draft; another flew at 10,500 feet for about 35 miles (one hour's flying) when crossing the mountains in the vicinity of Albuquerque, New Mexico.

The pilots claim that the best and most tiring exercise found was cranking a cold (freezing weather) PT-3A when wearing complete heavy winter flying equipment. If that isn't enough for proper exercise, try servicing the airplane (PT-3) out of quart oil cans and 5-gallon gasoline cans.

One pilot will emphatically tell you that the brakes on these antiquated PT's do not work very well, especially when he came within inches of another PT tail, on a flying field covered with snow.

Another pilot was fortunate enough to have the upper wing fabric between the gas tanks flapping in the breeze in front of him so as to keep him cool and give him plenty of cool, fresh air during the latter part of his trip to Colorado.

Nothing is more embarrassing they say (this actually happened) than to take an airplane to a big city for delivery and then discover that you do not have

the names of the persons to receive the airplane, and do not know at which airport to deliver said airplane.

When flying from Rodeo to Tucson, one pilot hit an air pocket, and before he realized what was happening he was almost upside down. As luck would have it, his map went fluttering away in the breeze. With no compass and the other two airplanes almost out of sight, this pilot was in a peculiar situation. Again, luck was against him, and the other airplanes were soon out of sight. However, this did not stop the pilot. What did stop him was a lack of fuel, so he landed in a field near Bisbee, Arizona, which is too close to the Mexican Border to be flying blind (practically), and 100 miles off course. The next morning it took 36 gallons of gasoline to service the PT-3 (40-gallon capacity).

At March Field, one PT-3 was serviced with 12 quarts of oil - the capacity is only 11 quarts. It is still a mystery as to what the engine was using for lubrication. (Ask Yehudi).

Normally, during hangar flying the individual pilots tell tales about how fast they have gone. After returning from these trips, there are numerous tales as to how slow these PT-3's are. One pilot claims that cars, trucks, horses and wagons passed him and that he didn't mind that, but, when two men on a hand car on a railroad track passed him, that was too much. However, we finally had to give the prize to the pilot who claimed that a road grader on the highway below him left the good old dependable PT-3 in the dust. Honorable mention is given to the pilot who delivered his airplane to the N.Y.A. Representative in a cemetery. It is a bit of irony to think that the last flight of the PT-3 ended in a cemetery.

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Additional Training Schools (From P. 18)

training will be conducted at these schools. Basic and advanced training will be given at the three Air Corps Training Centers -

The Gulf Coast Training Center

The Southeast Training Center

The West Coast Training Center

Through correlation of the facilities of the civilian flying schools with the Air Corps Training Centers, Air Corps pilot training is accomplished in three phases: ten weeks' elementary training at civilian flying schools, ten weeks' basic training at an Air Corps Training Center, followed by ten weeks' advanced training at an Air Corps Training Center.

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V-8728, A.C.

SATURDAY NIGHT AT RANDOLPH
A Tour With The Man On The Ramp.....
(A sad, sad story by a bad, bad Flying Cadet.)

This is Saturday evening, and there breathes a delightful enchantment in the crisp autumn air. A setting sun lends peace and serenity to the departing day.

I am not serene; I am not delighted; I am not enchanted.

I am walking on the ramp and my feet hurt!

"Tours" is the name given this walkathon I am performing. No, not the idle sightseeing tours of a carefree afternoon. A misnomer. My "tours" consist of carefully pacing up and down the length of an asphalt surface at the rate of one hundred and twenty steps per minute. I'm very sure I don't like it. It is true the Lieutenant and I had a slight variance of opinion as to how thoroughly a rifle should be cleaned; it is true my originality in the matter of filling out a Form 1 has been met with quite a distinct disfavor. And again, I perhaps misjudged the importance of attending formations at the correct time.

But this business about one hundred twenty steps per minute - I still don't like it.

A remarkable expenditure of energy. One hundred twenty times thirty inches is 3,600 inches per minute. That is 216,000 inches I travel each tour. Of course, that doesn't sound so big, but 216,000 inches is three and eight-tenths miles which I cover by my pedal oscillations each tour. Five tours is nineteen miles - 36,000 steps. I could drive the whole thing in my car for a gasoline cost of twenty-one cents and enjoy it!

A poet would call this a dreary orgy of agonizing ambling. That sounds quite accurate, but in another hour and seventeen minutes I shall be through. Then, a quick shower and, if I can keep awake, I'll try to salvage the rest of the evening. If anyone mentions going for a walk, I will shoot to kill.

It's getting darker now. "The delightful enchantment" of the evening has chilled into just plain darkness. There go the last of the cadets to the pleasures of the town - pleasures which will include taking many more than one hundred twenty steps per minute - but it's different with music and a date in your arms. Very different.

Early man had to walk. Then he learned to use the horse. He invented the wheel, the carriage, the automobile. And now, with the airplane an every day device, a member of the Air Corps should have to walk! It's ridiculous,

a retrogression to our ancestors - a black mark upon the very name of civilization. I don't like walking.

May each of my steps - 7200 times each tour - bear witness to the vow that come next Saturday evening I shall be not only extremely serene, but delighted and enchanted. I shall be in San Antonio complete with convertible and blonde - and one hundred twenty times each minute I shall look back with bitter remembrance on those dear dead days when I was a "Touring Cadet."

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PAN AMERICAN AVIATION DAY FLIGHT
TO NICARAGUA

A notable good-will flight was accomplished on December 17-18 by the 19th Bombardment Wing, under the command of Brigadier General Douglas B. Netherwood. The occasion was the celebration of Pan American Aviation Day at Managua, capital of Nicaragua.

On the morning of December 17th, twelve B-18's of the 19th Bombardment Wing, with six P-36's of the 12th Pursuit Wing, attached, took off from the Canal Zone, the Bombardment and Pursuit airplanes flying in separate echelons. The Bombing planes proceeded to San Jose, Costa Rica, and flew in formation over that city for about 15 minutes, proceeding thence to Managua. The Fighters landed at David, Panama, for refueling, and joined the Bombers about 20 miles from Managua. At noon, the entire formation circled Managua twice, prior to landing.

General Netherwood, his officers and men, were greeted at the Airport by General Anastasio Somoza, President of the Republic, and other high government officials. Hundreds of Nicaraguans joined in an enthusiastic welcome to the accompaniment of music by the National Band. A high light of the reception was the parade by the Cadets of the National Military Academy, who passed in review before the American visitors with spirit and precision well worthy of West Pointers. General Somoza has good reason to be proud of his Cadets.

Following these ceremonies, the officers on the flight were honored with a reception at the Presidential Palace, and in the evening they were entertained at a delightful party at the country club. Many diplomatic officials were present, and the American officers danced with the ladies of the government and diplomatic sets.

On the morning of December 18th, the mission returned to the Canal Zone.

As a token of good will, the President of Nicaragua ordered the issuance of a

(Continued on Page 21)

FLIGHT OF ARMY BOMBERS TO QUITO, ECUADOR
By Captain G.E. WILLIAMS, Air Corps,
Commanding Officer, 99th Bombardment Squadron

At dawn on December 16, 1940, three B-18A Bombardment planes of the 9th Bombardment Group left France Field, Panama Canal Zone, and headed due south over the blue Pacific Ocean, bound for Quito, Ecuador. Unlike their counterparts in Europe, the bomb bays of these planes, instead of carrying high explosives, were laden with crates of fresh celery, lettuce and other delicacies for the U.S. Legation in the Ecuadorian capital.

Aboard the planes were Captain G.E. Williams (flight commander), 2nd Lieuts. F.B. Miller, D.K. Brandon, Staff Sgt. G.H. Putnam and Cpl. R.L. Gehle, Jr., of the 99th Bombardment Squadron; Captain B.E. Brugge, 6th Bombardment Group, navigator and liaison officer; 1st Lieut. F.H. Macduff, 2nd Lieut. W.E. Johnson, Tech. Sgt. E.A. Leger and Sgt. O.J. Nelson, of the 1st Bombardment Squadron; 1st Lieut. H.J. Fou, Hqrs. Squadron, 9th Group; 2nd Lieuts. P. Skallily, C.P. Walter, Tech. Sfc. Lord and Pvt. 1st Cl. S.V. Liljeroos, 5th Bombardment Squadron.

Striking the South American coast on schedule, the flight turned inland, climbing up and over the cloud-wreathed Andean ridges. Just before noon they dropped through a hole in the cloud bank to find the white walled houses of Quito hugging the upper slopes of the valley before them. Exactly on E.T.A. (estimated time of arrival), the formation roared low over the Capital in salute, and then settled in on the city's airport.

Here they were greeted by a delegation of Ecuadorian Army officers and by Mr. Boaz Long, the American Minister, and his staff. Hotel accommodations and entertainment had already been arranged, the fliers found. Subsequent events proved that no pains had been spared to make their visit a memorable one. Ecuadorian Army pilots acted as expert guides for shopping and sightseeing tours, and at the American Legation that evening all the American pilots were presented to the key army and governmental officials of Ecuador.

Tuesday, December 17th, being Pan-American Aviation Day, was celebrated in true holiday spirit both by the "good-will" fliers and their hosts. The morning was devoted to local flights over the city, the Ecuadorian army staff, government and legation officials being guests aboard the Bombers. All participants in the flights were highly enthusiastic. The airplane

crews were touched with the old time "barnstorming" spirit. Strange field take-offs under "high-blower" conditions were a novelty to the pilots, but no difficulties were experienced despite the 9400-ft. elevation of the field.

A formal reception and ball, tendered the American officers by the Ecuadorian Air Corps on Tuesday evening, climaxed the day and the trip. All officers were presented to his Excellency, the President of Ecuador, and to all the military and naval chiefs, attaches and diplomats stationed in the capital city. Later, dancing, both in American and Ecuadorian styles, became the order of the evening, and our officers proceeded to uphold the social as well as the military and diplomatic prestige of the United States Army - far into the night.

At 8:00 a.m. Wednesday, farewells were being said beside the waiting planes. Many sincere invitations to return were extended, gestures deeply appreciated by the flight personnel. The United States Minister, Mr. Long, was on hand to wave God speed and to say that, in his opinion, the "good-will flight" was completely successful.

Once more in the air, the flight continued southward to Guayaquil, Ecuador's main seaport. From there, after refueling, the formation set its course due north for Panama over as beautiful, rugged and untraveled a tangle of country as is to be found in all South America, followed by a 500-mile leg of open water. Just before dark, the flight raised the Isthmus, split up, and dropped again on its home field.

Official report?...Mission accomplished.

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Flight to Nicaragua (From Page 20)

Certificate of Honor to General Netherwood and his officers, the translation of which is as follows:

Ministry of Government Y Anexos
Managua, Nic.

Managua, D.N., 17 December, 1940

General Douglas Netherwood,
and other officers.

For your information and guidance the following is transcribed:

No. 518. The President of the Republic.

Whereas:

The visit to this country of General V-8728, A.C.

Douglas Netherwood and other Air Corps officers accompanying him constituted a demonstration of Pan-American solidarity, representing in Nicaragua the Air Corps of the Army of the United States of North America.

Whereas:

The Government and the Nicaraguan people have a high regard for this visit which adds to the solemnity of the celebration today of the Pan-American Aviation Day.

Therefore, be it resolved:

To declare General Douglas Netherwood and the Air Corps officers accompanying him Guests of Honor of the Republic of Nicaragua.

Release - Presidential Palace - Managua, D.N., 17 December, 1940 - The Minister of Government - Leonardo Arguello.

Yours very truly,
(Signed) Leonardo Arguello
Minister of Government.

The personnel participating in the flight to Nicaragua are listed below, viz:

Brig. General D.B. Netherwood, Capts. H.K. Mooney, R.J. Browne, 1st Lieuts. W.E. Creer, H.D. Wallace, J.D. Whitt, 2nd Lieuts. J.S. Pirruccello, H.A. Von Tungeln, D.H. Yielding, W.H. Swanson, D. McN. Peffer, W.E. Boyd, L.P. Insign, R.L. Baseler, E.L. Clark and C.L. Tinker, Pilots;

Captain W.R. Robertson, 2nd Lieuts. R.O. Good, J.A. Gunn, III, S.P. La Barbera, H.A. Bullock, W.J. Weldon, G.H. Hollingsworth, R.E. Kaliher, T.R. Ford, G.H. Koehne, Jr., P.D. Wood, G.A. Beere, R.W. Burns and M.W. Campbell, Co-Pilots;

Lieut. Col. T.G. Dobyns, I.G.D., Major C.F. Gettys, C.A.C., passengers;

Capt. J.B. Herman, M.C., Flight Surgeon;

Staff Sgts. R.W. Wheeler, M.M. Gillaspy, J.A. Samara, J.D. Bishop, T.F. Weddell, R.G. Hall, M. Beraneke, L.J. Gamberg, H. Wollam, Jr., A.M. Jenkins, S.D. Hamilton, V.W. Zekas, Engineers;

Staff Sgts. J.E. Morgan, V.W. Vailancourt, L.A. Lydic, J.E. Horr, Cpls. L.N. Camp, R.G. Franklin, R.R. Nolan, T.J. Feeney, H.M. Marks, R.E. Knower, M.R. Bottorff and A.B. Hodge, Radio Operators;

Staff Sgts. Louis Zarbo, 29th Pursuit Squadron; E.W. Miller, 43rd Pursuit Squadron, and T. Stancil, 24th Pursuit Squadron, passengers.

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CONSTRUCTION PROJECTS FOR THE AIR CORPS

The War Department announced that clearing and grading of sites for the

Air Corps Reception Center at Jefferson Barracks, Mo., had been approved. The construction program for the 10,000-man project will be announced as soon as funds are available.

The clearing and grading work is being rushed so that no time will be lost when funds become available for completion of the project.

----- Fort Wayne, Indiana, Airport

Eighty-three buildings for housing about 1900 officers and men of the Army Air Corps have been authorized to be constructed at the new airport at Fort Wayne, Indiana, at an estimated cost of \$1,327,906.

The construction includes: 28 barracks, 7 each day rooms and supply rooms, 6 each mess halls and administration buildings, 5 operations buildings, 4 each officers' quarters and magazines, 4 warehouses, one each fire station, guard house, hospital unit, infirmary, gasoline storage, motor repair shop, recreation building, telephone building, theater, post exchange, Link Trainer, parachute building, school building, Air Corps shop, radio station building; also utility and sewage construction.

----- Maxwell Field, Alabama

Facilities for housing 1,200 Flying Cadets at Maxwell Field, Ala., at an estimated cost of \$593,866, have been approved, and construction will start soon.

Facilities which will be constructed include:

39 Cadet barracks, 6 Cadet supply rooms, one each recreation building, cafeteria, administration building, flight surgeon's unit, infirmary, school building, ward, and utilities and telephone installation.

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AIR ARMADA IN THE INAUGURAL PROGRAM

Participating in the President's Inaugural program in Washington on January 20th were 278 Army and Navy airplanes. After the President delivered his Inaugural address before an estimated crowd of 125,000 assembled on the Capitol grounds and he had returned to the White House, airplanes began appearing over the line of the parade at 1:00 p.m., crossing and re-crossing by groups at different altitudes in the vicinity of Pennsylvania Avenue until 1:45 p.m., at which time the Inaugural Parade began.

Participating units were the 2nd Bombardment Group, 31st Pursuit Group, 8th Pursuit Group, the 1st and 3rd Wing Units, and eighty Navy airplanes from the Aircraft Carrier "Wasp," stationed at Norfolk, Va.

The entire aerial demonstration was under the command of Brigadier General Arnold N. Krogstad, Commanding the 2nd Wing, GHQ Air Force, Langley Field, Va.

NOTES FROM AIR CORPS FIELDS

Randolph Field, Texas, January 18, 1941.

53rd School Squadron: The New Year started off with a bang in this organization, with a "landslide" of promotions, ratings and re-ratings. Three Sergeants were promoted to Staff Sergeant; five Corporals and one Private to Sergeant; three Privates, 1st Cl. and five Privates to Corporal; 14 Privates to Pvt. 1st Cl.; also there were rated and re-rated among Specialists, one to 1st Class, four, 2nd Class; twelve, 3rd Class; twenty, 4th Class; sixteen, 5th Class; ten, 6th Class; and among Air Mechanics, one to 1st Class and five to 2nd Class.

Pvt. Leonard J. Kazben, an old timer of the 53rd, reenlisted after a few months as a civilian, and was rated an Air Mechanic, 1st Class.

The Air Mechanics' examination given in December was passed by 25 members of the Squadron; eleven of whom have less than 7 months' service in the Air Corps. Five Squadron members, who took the examination while at the Air Corps Technical School at Chanute Field, Ill., also passed it successfully.

Master Sgt. Shellhorn, attached from the 72nd School Squadron, left for his home station, Brooks Field.

Twelve Squadron members left for courses of instruction at Air Corps Technical Schools - 3 for Scott Field and 9 for Chanute Field.

Weather Office: Information was received that a Fourth Weather Region has been formed, necessitating the redistribution of areas to each Weather Region. With the new distribution, the 3rd Weather Region now includes the States of Texas, New Mexico, Arizona, Colorado, Oklahoma, Arkansas, Missouri, Iowa, Kansas, Nebraska, North and South Dakota and Minnesota, with the Regional Control Office located at Duncan Field, Texas.

The Post Weather Office at Randolph Field is now larger than ever before, and has been recently designated as a Base Weather Station and reception center for new weather men. This will boost the temporary personnel strength from 40 to 60 men in the near future. All but about 20 men will be transferred to new Weather Stations that are being organized.

Mitchel Field, N.Y., January 23, 1941.

8th Pursuit Group; 36th Pursuit Squadron: When weather permitted, the Squadron practiced for maneuvers scheduled to begin January 21st.

Congratulations are in order for our engineering officers, hangar chiefs and crews, for at this time of extensive and necessary activity of all squadrons in the Group the 36th has the largest number of airplanes ready for flight, according to Lieut. D.D. Champlain (Engineering).

Captain F.H. Smith was appointed Commanding Officer of the 8th Pursuit Group. Although we are sorry to lose him as Squadron Commander, we are delighted to have him as our new Group Commander.

All officers looked forward with pleasant anticipation to flying in the Inaugural Review over Washington on Monday, January 20th, and to spending Sunday night in the Capital City.

Heartiest congratulations are extended to 2nd Lt. Elmer J. Cook, who just left the lonely ranks of the bachelors and ascended to that blissful state of matrimony.

35th Pursuit Squadron: Captain F.H. Griswold, the Squadron Commander, is now on detached service at Maxwell Field, Ala. At present, all members of the

Squadron are trying to outguess the many rumors about splitting up and expanding this and other squadrons of the Group.

Lieut. James Flood departed for Edgewood Arsenal, Md., to take a 4-weeks' course in Chemical Warfare.

A list of the recent promotions within the Squadron would almost be a roster from commissioned personnel on down to the Privates, 1st Class. These men celebrated by sponsoring a party for themselves and the rest of the men in the outfit.

Westover Field, Chicopee Falls, Mass., Jan. 25, 1941.

Twenty-five enlisted men were ordered to the New England Aircraft School, Boston, Mass., for the class in Airplane Mechanics, starting on January 27th, namely. Pvts. Curtiss L. Burdett, Cecil B. Elgar, Vincent H. Hodis, John C. Raimo and Earl M. Tuttle, Hqrs. and Hqrs. Squadron; Joseph Alex, Clifford B. Babcock, Sidney Bell, Earl D. Blake, John Carrier, Wilbur L. Crowley, Jr., Elmer M. Farnsworth, Darwin M. Smith and Kenneth V. Wood, of the 25th Air Base Squadron; Pvts. Norman Bossie, Francis J. Bowes, Bernard B. Cohen, Francis Conway, Jr., George Dillaway, James E. Hine, John G. Joy, Howard D. Stiles, Russell E. Tapley, Irving C. Taylor and Carlton Tucker, of the 36th Materiel Squadron.

The second rehabilitated house to be occupied at this base was taken over recently by Staff Sgt. Wilfrid Moquin (Post Sergeant Major) and his wife.

Chaplain David C. Sullivan was promoted to Captain. He has been busy compiling a census of the personnel on the field and has met frequently with clergymen of all denominations. He is making arrangements for a visiting Protestant clergymen to minister to the spiritual needs of the men at the field.

MacDill Field, Tampa, Fla., January 20, 1941.

29th Bombardment Group, Hqrs. Squadron: Events in this Squadron are moving at such a rapid pace these days that it keeps one on the jump to comprehend what it is all about. The unit has been busy filling the gaps left by the activation of new organizations, promotions, and reorganizing departments. We are proud of doing our part in keeping the wheels of the Air Corps in constant motion.

Master Sgt. Stanowich (Steve to his friends) is getting ready to change his title, serial number and his uniform. He is about to become a Warrant Officer in the Army, and it will soon be "Mr. Stanowich." Good luck and congratulations - you certainly earned and deserve your promotion.

What we all want now is more airplanes. At the present time, all our airplanes are taking the rest cure at the Middletown Air Depot.

6th Bombardment Squadron: Promotions in the Squadron since the first of the year have been very rapid. Sgt. Arthur J. Simpler is sporting new Staff Sergeant chevrons. Numerous ratings in the specialist and air mechanic classes were dealt to those qualifying. There is a rapid turnover of men at the various technical schools, and our Squadron is far ahead of schedule in supplying men to these schools. As a result of the increase in the number of men allowed to attend the many new civilian schools, our list of men who are not technical school graduates is nearly depleted.

43rd Bombardment Squadron: The rumored and proposed expansion came as a surprise to all of us. Many of the boys hate to leave their buddies in the good ole 43rd.

We welcome Major Old back from Maxwell Field and hope he will remain our Squadron Commander in the future.

52nd Bombardment Squadron: At the annual New Year's Eve reception at the Officers' Club, MacDill Field, Major General Burton K. Yount, Brigadier General Clarence L. Tinker and Colonel Harry H. Young were present to receive the guests, and all the officers of the field and their wives were again afforded the opportunity to welcome families newly assigned to this post since the last social function.

Following the celebration on New Year's Eve, the local Medical Detachment allotted Air Corps officers six days to prepare themselves for the semi-annual 64's, which the pilots finished rather successfully.

First Lieut. H.J. Shipley departed January 6th for the Sacramento Air Depot, Calif., to ferry back a B-18 of the 43rd Bombardment Squadron.

Congratulations are in order for Major Robinson, commanding the 52nd, and Major Semford, upon their recent promotion from Captain. On January 15th, the Expansion Program activated a new Bombardment and a new Pursuit Group at this field, and in these new Groups, Major Semford was delegated to lead the 68th Bombardment Squadron and Captain "Tanya Tom" Champion, the 15th Pursuit Squadron. Congratulations and best wishes for success are extended these officers in their new capacities.

First Lieut. James R. Coleman and 2nd Lieut. Thomas F. Harper were transferred from the GHQ Air Force Detachment, MacDill Field, to the 52nd and assigned to administrative duties.

Hamilton Field, Calif., January 20, 1941.

A group of 3 officers and 21 enlisted men left the field recently for Camp Custer, Mich., from where they will escort some 125 draft selectees assigned to Hamilton Field. The officers included 1st Lieut. Lloyd H. Wade, train commander; 2nd Lt. Earl L. Youngren, assistant, and Captain Jasper N. Knox, medical officer. The enlisted group included eight car commanders, a mess steward and eight cooks.

Four flying officers and two flight surgeons from the field were ordered to Wright Field to undergo training in high altitude flying, viz: Lieuts. Graham W. West, Wm. E. Elder and Cecil J. Locke, Jr., 20th Pursuit Group; Charles H. McDonald, 35th Pursuit Group; Captains John M. Talbot and James W. Brown, Medical Corps.

Promotions of officers at Hamilton Field this month included Major Lichel H. Dunlap to Lieut. Colonel and Capt. Wm. C. Sans to Major. The former has for several months past been serving as base inspector, and the latter as commanding officer, 82nd Observation Squadron.

35th Pursuit Group; 34th Pursuit Squadron: The Squadron is in the midst of a reorganization. At present we have lost some 50 men, leaving us far below our authorized strength.

The Squadron regrets the loss of 1st Lieut. Tyler, Adjutant, and 2nd Lieut. Arnold, Engineering officer, who were transferred to command two new organizations recently formed at Hamilton Field.

Hqs. Squadron: The Group has been split and is beginning to take shape, with the various First Sergeants getting everything organized. The Squadron has only 114 men at present. In the reorganization the Squadron lost some men to the 70th, 34th and 21st Squadrons, and others to form the new Groups.

Lieut. Millard F. Moulthrop, Supply Officer, de-

parted for Edgewood Arsenal, Md., to attend school. Lieut. Wm. Lane, Jr., took his place as Supply Officer.

With the return of the enlisted men from furlough over the holidays, the Squadron is gradually settling down to the regular routine.

Captain Bowen and Lieut. Schwartz returned from extended cross-country trips.

21st Pursuit Squadron: Enlisted men rated Air Mechanics, 1st Cl., on January 1st, were Sgts. E.F. Ingledue, H.T. Koistad, Cpl. V.F. Crasford, J.R. Gilmet, F.H. Graham, F.A. Harangody, J.B. McFarland, H.R. Tennyson, Pvts. 1st Cl. J.A. Diefenback, B.E. Eddy, E.V. Hanson, P.F. Degan, L.H. Huert, H.D. Kufalk, E.M. McCulloch, O.C. Nelson, H.L. O'Connell, C.J. Oie, G.T. French, Pvts. D.B. Booher, O. Kratovich, H.C. Caldwell, V.O. Hayes. Pvt. F.T. Miller was rated A.M., 2nd Class.

First Lieut. C.H. MacDonald left for detached service at Dayton, Ohio. Second Lieut. Jack Stagner, to our regret, was relieved from active duty and returned to his home in Houston, Texas.

Two of the Squadron's planes were delayed in their return from recent cross-country trips. Lieut. Schwartz had to leave his P-38A in Tucson, due to engine trouble, and bad weather forced Lieut. Dunn, of the 34th Squadron, to leave his AF-6 in Medford, Ore.

Master Sgt. S.A. McLean recently passed out the cigars, stating in explanation that "It's a 9-pound bouncing baby boy."

It was learned that Sgt. Paul McCully tied the knot on December 23rd, which explains his dreamy look that has been quite noticeable in the past two or three weeks. Congratulations, Sergeant!

20th Pursuit Group; 55th Pursuit Squadron: After the much enjoyed holidays, the Squadron is back in full swing again.

Second Lieut. Joseph C. Tuell, Air Res., who spent the past two years at Hickam Field, T.H., was welcomed into the Squadron, as was Lieut. Hubert I. Egnes, who spent a long seven weeks at the Letterman General Hospital.

Lieut. Troy Keith returned from an extended cross-country trip to Little Rock, Ark.

79th Pursuit Squadron: With the sailing for Hawaii of 1st Lieut. W.V. Brown, the 79th is losing one of its oldest and best pilots. "Van" first joined this organization in July, 1933, and served until December, 1934, when he accepted a position as co-pilot with American Airlines. He returned to active duty in May, 1938, and shortly afterwards was commissioned in the Regular Army. He has served as Squadron Adjutant, Operations and Intelligence Officer, and Flight Commander while in this organization. With "Van" goes the best wishes and hopes for a pleasant tour of duty in Hawaii.

Middletown Air Depot, Olmsted Field, Pa., Jan. 21, '41

A detachment of 75 men, commanded by 2nd Lieut. W.H. McWhorter, Jr., moved from this field to the new Mobile Air Depot, Ala., in January, for special duty. The men were drawn from the 2nd and 6th Transport Squadrons at Olmsted Field and from the Air Corps detachment. Some 65 soldiers made the rail journey, with Staff Sgt. Thomas McGuire in charge. Cooking and mess gear were taken to provide for complete messing while on the train. The route was via Cincinnati.

A motor convoy, with Lieut. McWhorter, Jr., in charge, and Cpl. Steve S. Padlock as the ranking enlisted man, made the trip overland by way of Washington.

ton, D.C.; Lynchburg, Va.; Charlotte, N.C.; Ft. McPherson, Ga., and Montgomery, Ala. Second Lieut. Harold A. Arnold was designated the quartermaster shipping officer at Olmsted.

The group carried individual equipment, except clothing, as per column 3 of Table of Basic Allowances. Clothing was in accordance with Column 2 (Mobilization), Table of Basic Allowances.

Many envious glances were cast in the direction of the departing soldiers headed for the "Gumby South" and a brand new installation.

The transfer of two key men in the Depot Supply Department, Middletown Air Depot, to other Air Corps activities, was announced. Mr. Paul S. Groff, Assistant Chief Clerk in the Depot Supply Department, goes to Ogden Air Depot, Ogden, Utah, as Chief Clerk in the Depot Supply Department. He departed by air on January 22nd for 30 days' temporary duty pending transfer. Mr. John P. Campbell, Purchasing Agent for Depot Supply Department, is slated for transfer as Junior Cost Auditor in the Western District Procurement Office at the Long Beach Branch of the Douglas Aircraft Factory. A farewell party was given January 20th by the Fassafress Hunting and Fishing Club, of which they were members. Regret was expressed at the loss of two ardent nimrods and sincere wishes for success in their new ventures.

Scott Field, Belleville, Ill., January 17, 1941.

A military ball was held for 300 enlisted men at the American Legion Home recently. The affair was sponsored by the Belleville-Scott Field Activities Committee. Invitations were sent to 350 girls in Belleville, Ill., who were selected by various organizations of the community, the same number of invitations being sent to Scott Field enlisted men.

The committee and chaperons for the affair were local civic leaders, who plan to sponsor a series of dances on a high standard of conduct.

The enlisted men were entertained by professional performers on the night of January 13th. The entertainment was sponsored by Mayor John T. Connor's Army & Navy Committee, of East St. Louis. Through the cooperation of Johnny Perkins, a committee member, who acted as master of ceremonies, outstanding performers of national repute were obtained.

Lieut. Wm. E. Pearson, Chaplain's Reserve Corps, was appointed resident Catholic chaplain for Scott Field.

McChord Field, Tacoma, Wash., January 14, 1941.

The advent of the new year brought several changes to the 89th Reconnaissance Squadron, the most important of which was the organization of a Ground School for the trainee officers of the organization, this being a complete set-up, using 89th instructors exclusively. It is expected that much better coordination can be attained by using this system. Eight newly assigned officers will form the student body of the school.

Three newly commissioned officers joined the 34th Bombardment Squadron recently, vizt 2nd Lieuts. K. Dempster, D.J. Marcan and G.M. Swannack, who were awarded their "Wings" at Kelly Field on December 22nd. Transition flying in the big multi-motored Bombers at this field will keep the new pilots busy for the next three months, along with an intensive ground school course.

Second Lieuts. Archibald M. Thomson, Jr., John C. Townsend, Jr., and Edward H. Valorz reported for duty with the 89th Reconnaissance Squadron recently from Kelly Field, Texas.

First Lieut. G.R. Montgomery left recently for duty in the Hawaiian Department.

Major R.T. Cronau was passing out cigars following his promotion to the grade of Lieut. Colonel.

Moffett Field, Calif., January 22, 1941.

Flight 1, 1st Photographic Squadron, Captain E.F. Vaughan and Lieut. Sgts. W.M. Bishop were in Phoenix, Ariz., Jan. 10th to 14th, in connection with the selection of a site for a basic flying school. On Jan. 13th, Capt. Vaughan and Staff Sgt. P.J. Martin departed for Phoenix in connection with the same project.

First Lieut. Elbert E. Wilson, Inf. Res., was attached to the flight to act as commanding officer when both the Commanding Officer and Supply Officer are absent.

First Lieut. Polifka was appointed Flight Supply Officer on January 13, 1941.

Pvts. C.W. Johnson, Materiel Squadron, and Doc Pedersen, Hqs. and Hqs. Squadron, 8th Air Base Group, were transferred to the Flight, and Pvt. Mark J. Oehwig, a new recruit, joined the Flight on January 9th.

Savannah Air Base, Ga., January 6, 1941.

Flying Cadets, 34th Bomb. Group, back in harness after a hectic holiday, work was resumed and went along as usual. The new year promises to be a full and happy one for the 27th.

During the holidays, 12 recruits were added to the organization.

The new barracks are almost completed. The formation of new squadrons from the 27th should take place about February 15th.

Best wishes for success are extended Pvts. Nelson and Tromper, who fulfilled all requirements for appointment as Flying Cadets and left for Augusta for training.

17th Bomb. Squadron: Captain Norman Burnett and 1st Lieut. N.H. Van Sicklen were slated to go to Wright Field, the former in connection with some armament tests and the latter for high altitude tests on the A-20A. First Lieut. A.T. Culbertson returned from Wright Field with glowing reports on the fine performance of the A-20A. Delivery of these ships to this base is expected shortly.

16th Bombardment Squadron: During the holidays, 10 officers enjoyed leaves and 164 enlisted men were on furlough. Texas and Louisiana were the States most heavily visited by the men on furlough. Members of the organization remaining at the Air Base began work at 8:00 a.m., and quit at 12:00 noon. The Christmas dinner was everything each one expected it to be.

3rd Bombardment Squadron: Squadron personnel regret the loss of 1st Lieut. A.J. Bird, Jr., who, after four years with the Squadron, was designated as Group Adjutant and assigned to Hqs. Squadron, 3rd Bombardment Group. Best wishes for success are extended Lieut. Bird in his new assignment.

Another member of the Squadron, Wm. E. Sanders, was appointed a Flying Cadet and is undergoing training at Fairland, Fla.

Seven of the 36 recruits the Squadron has absorbed in the past month were detailed to Air Corps Technical Schools. Others are studying with a view to passing the entrance tests at a later date.

13th Bombardment Squadron: Sgt. Norman L. Cates, A.M. 1st Class, was appointed First Sergeant, relieving 1st Sgt. Charles A. Mitchell.

Lieut. Arthur C. Agan, Jr., proudly exhibited sub-

stantial evidence that he had bagged a deer. He produced the head in the officers' mess tent.

The 13th is proud to announce the arrival of another recruit - Roger Craig Taylor. 9-pound son of Staff Sgt. and Mrs. Charles A. Taylor. Congratulations!

Hqrs. Squadron, 3d Bomb. Group: Lieut. A.J. Bird, Jr., assumed the duties of Group Adjutant, replacing Lieut. C.C. Rogers, who was transferred to Mitchel Field, N.Y.

This Squadron is furnishing all personnel for the 3rd Bomb. Group Transportation, and it is pleasing to note that several in this Group were recently given promotions.

Savannah Air Base, Ga., January 20, 1941.

27th Bombardment Group: At this writing, members of this command are again faced with all of the uncertainty and somewhat trying task of a contemplated "bust-up." Since rumors are the only basis for any information, all personnel are pretty much in the dark as to their future destinies. It is intended that three new groups will be formed with the men now making up the 27th. One of the organizations, the 48th Bombardment Group (L), is scheduled to go to Oklahoma City, Okla., and another, the 56th Pursuit Group (I), will be organized here and later in the year stationed at Charlotte, N.C. The 27th Bombardment Group (L), composed almost entirely of new members, is expected to remain here but, of course, anything can happen between now and the actual movement of troops - a fact that is so peculiar to the Air Corps during these days of the "big expansion."

Everyone is looking forward with great enthusiasm to the time when we will be able to move into the new buildings and once again enjoy the advantages of a nice warm barracks compared with the "back to nature" aspect which one finds so prevalent here in our rather uncomfortable tents.

At last the Douglas A-20's have begun to arrive. It is expected that the total quota will have been delivered within the next two months.

During the recent cold spell, the facilities of our Medical Corps were taxed to the limit due to the epidemic of influenza which invaded our ranks. Effective measures were taken to prevent the spread of this epidemic, and our "saw bones" have everything under control and again the men are back to work at their old jobs.

17th Bombardment Squadron: At this writing, though the fog is in like a blanket, the rumble of trucks down the company street tells that the 17th is moving this morning from the tent area into the new barracks. This is one move to which there seems to be no objection.

Drastic changes must be brought about in the armament section as Lieut. Draft's shotgun refuses to handle the new skeet ammunition, which may be just a friendly gesture from the gun to Lieut. Drafts.

The Squadron welcomes Lieut. Van Sicklen back from Wright Field, where he made a study of high altitude bombing. We are looking forward to his lecture on interesting and pertinent data collected by him.

Hqrs. Squadron, 3rd Bomb. Group: Now, the move has been made. If a stranger had walked into the old squadron area, the tent area, about 7:00 o'clock on the morning of Jan. 17th, he would have thought we had received word of a Blitzkreig coming our way. Everyone was moving, and they needed no encouragement other than they were going to the barracks. By 9:30 a.m., most everyone was cleaning up around his

bunk and looking at his new steel cot with a lot of satisfaction.

Even the cooks have seen a new light. They greeted the Squadron by serving the noon meal in the new dining hall and, believe it or not, we had biscuits. What a meal!

Our former Group Commander, Col. Breene, is presumably by this time at his new post at Spokane, Wash. Major Williams took over the duties of Group Commander, and before the ink was dry on his orders here comes an order from Washington nominating him a Lieut. Colonel.

Much to our regret, Major W.C. Lewis is leaving us, having been transferred to a bigger job. We enjoyed his stay with us and wish him all possible luck in his new duties. To his successor as Squadron Commander, said to be Major Webster, who was recently the Air Corps Supply Officer, we extend a cordial welcome, and hope he enjoys his stay with us.

This Group recently received its first A-20A, and several of the officers are now checking off on it. Captain George reports that you can get there in a hurry with it, but that the pilot must be careful not to go too far in one direction if he wishes to get back. He also says that when taking off it isn't advisable to scrutinize his "poop sheet" too long, for by the time he looks up he will be in a strange country wondering where he is.

Lawson Field, Ft. Benning, Ga., January 20, 1941.

15th Bombardment Squadron: Several junior officers in the Squadron have been checked off as first pilots on the B-18A in recent weeks, among whom are Lieuts. W.C. Odell, J.L. McLean, Jr., D.P. Hall, Howard Cook and J.R. Smith. These five were also checked off as pilots of the A-18 and are standing around hopefully waiting for a crack at that A-20 we hear so much about these days.

Judging from the number of marriages lately, the men of the Squadron must have been bitten by a "Bug," or maybe they think it is June in January, etc. Sgt. Ballard, Cpl. J.R. Jones, C.L. Carter and R.T. Westenbarger have been haltered.

Cal-Aero Academy, Ontario, Oxnard and Glendale, Calif.

Flying Cadet Earl H. Peterson may have forgotten to fasten his safety belt when he went aloft from the training detachment at Ontario, Calif., but at least he remembered to take along his parachute. This was exceedingly fortunate for Mr. Peterson, because while practicing recovery from stalls with instructor J.M. Wise, he shoved the stick too far forward and turned the airplane upside down. Mr. Peterson realized his mistake almost immediately when he found himself 3000 feet in the air with his airplane disappearing in the distance. Thereupon, Mr. Peterson pulled the ripcord and descended with the coolness of a veteran parachute artist into a vineyard none the worse for his experience.

The newest member of the Caterpillar Club, upon arriving at the home field, stated that he is now a firm believer in parachutes, but an even more vigorous advocate of the advisability of fastening safety belts securely.

Captain R.L. Scott, Jr., Commanding the Air Corps Training Detachment at Ontario, Calif., is the author of "I Learned About Flying From That," an article in the February issue of "Flying and Popular Aviation Magazine." The story, relating a thrilling experience in Capt. Scott's early days in the Air Corps, is designed to stress to Flying Cadets the safety value of

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taking nothing for granted.

France Field, Panama Canal Zone, Jan. 14, 1941.

13th Air Base Group, Hqrs. Squadron: A welcome is extended the new Squadron Commander, Captain Stanley E. Jordan, Infantry.

Pvt. Robert N. Taylor, who passed the prescribed physical and mental examinations for a Flying Cadet appointment, sailed for Brooklyn, N.Y., proceeding from there to Albany, Ga.

Captain Robert F. Cullwell was placed on extended active duty and attached to this Squadron.

A very hearty welcome is extended our new First Sergeant, Thomas E. Minehart, and we wish 1st Sgt. John E. Corry, now of the 2nd Materiel Squadron, 16th Air Base Group, the best of luck.

Pvts. 1st Cl. Fred Carlile and James S. Stanford were rated Specialists, 3rd and 4th Class, respectively. Pvt. Joseph Bass was appointed Pvt. 1st Cl.

Capt. Graves H. Snyder, accompanied by Pvt. Herbert W. Bethel, returned from the United States after a brief course in radio.

Through the expansion of the Air Corps and its units, a new organization was designated as Air Corps Detachment, Communication, Panama, Albrook Field, Canal Zone. The following men were assigned to this organization and placed on detached service at France Field: Staff Sgt. John C. Keyser, Sgt. John Lcika, Cpl. John W. Hoover, Pvts. 1st Cl. G.C. Hoover, Alden P. Davis, Howard P. Wagner, James S. Stanford, Pvts. Paul E. Gutknecht and Louis J. Goggi.

1st Materiel Squadron: Many happy faces were seen around the barracks during the Christmas holidays, and it seemed as if everyone got more than his share of presents. The Christmas dinner was a real feast, and the mess sergeant and all of the cooks deserve great praise for the hard work they performed in preparing it. After the holiday vacation, the men were all anxious to get back to work and pitched in with considerable vigor.

2nd Materiel Squadron: The Squadron enjoyed the annual Christmas dinner, everything being on the tables that one could wish for. The mess hall was decorated, including a Christmas tree in one corner. Several of the boys, among them Sgt. "Ace" Williams, Pvts. 1st Cl. Walsh and Tork, took pictures in the mess hall to record their last Christmas in Panama.

Pvt. Dobson was placed in charge of the Post Zoo, which now boasts of one deer, one racoon, one monkey and two wild pigs. Colonel House has been most anxious to have a zoo, and for the short time it has been in existence it is attracting a lot of attention. Dobson was promised several other animals, but refuses to divulge their identity until he can show them in one of the cages. Let us hope that, in the event they are any of those jungle cats, the doors of the cages are left well locked.

Second Lieut. Frederick E. Price was transferred to the 6th Bombardment Group.

The Squadron is pleased to welcome 1st Sgt. John E. Corry, who came from Hqrs. Squadron to replace 1st Sgt. Claude W. Tedder, assigned to duty at Base Operations and whom we are very sorry to lose.

Base Squadron: The major portion of the C-33, which went down in a forced landing at Puntarenas when fire broke out in its right engine, has been salvaged. Capt. R.L. Wood supervised the packing of the engines, one of the wings, and miscellaneous instruments, with the aid of Sgt. Berlin F. Wells, of the Base Squadron; Staff Sgt. Eugene A. Carroll, of Albrook Field, and 12 employees of the United Fruit

Co. The salvaged articles were hurried by truck from the flying field to the beach to be loaded on a freighter of the United Fruit Co. for transportation to Colon.

Staff Sgt. Peter Wegley, who sustained an injury to his face and a broken leg in the above accident, is recuperating in the Gorgas Hospital. Major Arthur Bump, of Albrook Field, in an OA-8, transported the injured man from the scene of the crash to the Pacific side. Major Sweeley piloted the OA-8 which returned the salvage crew to France Field.

Pvt. Forrest H. Jones became the official zoo keeper of France Field when ordered to that unusual position by the Group Commander, Major Harry Wedington. Pvt. Jones' duties embrace the care of a two-toed sloth, the slowest and dumbest of all animals, and a deer of the South American variety, one of the fastest of all animals. The France Field zoo is a creation of the Q.M.C., and embraces an area along the wharf back of headquarters. Although small in the beginning, the zoo may increase to the proportions of a 3-ring circus with the jungle yielding its inhabitants from time to time to the hardy soldier hunters.

At a recent business meeting, Master Sgt. Leo A. Swamer was elected Vice President of the France Field N.C.O. Club.

First Sgt. Thadeus M. Howard returned from Porto Bello with a native hog, somewhat resembling a jack rabbit, and presented the unique animal to the France Field zoo.

Pvt. 1st Cl. Woodrow W. Chance was assigned as Supply Sergeant in the Squadron.

Master Sgt. Wm. J. Mansfield is the whole enlisted personnel of the 20th Transport Squadron. His duties as hangar chief in the Base Flight were taken over by Master Sgt. Leo A. Swamer.

The 153 men of the Base Squadron devoured huge pieces of Tom Turkey, washed down with fruit punch, indicating that good food and keen appetites flourish as well in tropical Panama as in Chilkoot Barracks or Fort Snelling. There was everything on the menu one could wish, but the holiday sick report showed no increase.

Sgt. Everett Bryant has been handing out the cigars to celebrate his promotion from Corporal.

Second Lieut. Robert C. McIlheran, Adjutant and Supply Officer, was transferred to the 3rd Bombardment Squadron, 6th Bombardment Group.

Recent promotions included Sgt. Berlin F. Wells to Staff Sgt.; Cpls. Wm. S. Thomas and John C. Morgan to Sergeant and Pvt. 1st Cl. David Furry to Corporal.

6th Bombardment Group, Hqrs. Squadron: It seems that with the loss of (A), the Squadron also lost what M stands for, generally speaking. - M.F.N. Tech. Sgt. Rureski reported at Albrook Field for active duty as 2nd Lieut., C.W.S.; Master Sgt. Guttendorfer reported to Albrook Field for active duty as Grawein, Air Corps; "Hoggy" Wallace, our Supply Sergeant, was transferred to Hqrs. Squadron, 19th Bombardment Wing, Albrook Field, and Staff Sgt. Rudert, while a patient at Gorgas Hospital, was notified of his assignment to Hqrs. Squadron, 19th Bomb. Wing.

Captain Mumma, Air Corps, an addition to the Squadron, was assigned as Adjutant of the 6th Bombardment Group, while Captain Brugge was relieved and assigned to the 3rd Bombardment Squadron.

Master Sgt. Brown and Cpl. Madden were appointed as part of the classification team.

Master Sgt. Michael M. Rozburski was assigned to duty as Line Chief; Tech. Sgt. Peter A. DiBetta as Hangar Chief, and Staff Sgt. Joseph A. Toluse as

Flight Chief.

Assigned to the Classification Board of the Atlantic Side for the Air Corps are Master Sgt. Abram Brown, formerly of Randolph Field, Texas, and Cpl. Gilbert M. Madden. This Board, which to date has made much progress at France Field, will proceed in the near future to the 9th Bombardment Group, stationed at Rio Hato, which will complete the classification for the 19th Wing.

Three new second lieutenants assigned to this organization, Wm. P. Mullins, Frederick E. Price and Robert C. McIlheran, are now attached to the 3rd Bombardment Squadron for training.

Sgt. Earl W. Carsner was promoted to Staff Sgt. and Cpl. Bradford M. Gordon to Sergeant.

25th Bombardment Squadron: Several Squadron members participated recently in a flight of 12 Bombers and 6 Pursuit planes to Managua, Nicaragua, in celebration of Pan-American Aviation Day. Leaving early in the morning, the flight arrived at Managua at about noon, circled the city several times and, upon landing, was greeted by the President, a band, and several hundred townspeople. A reception at the President's palace in the afternoon was followed by a party at the Country Club in the evening. Early the next morning, the flight, with the exception of one plane, left for home, arriving at about noon. The plane piloted by Lieut. D.M. Peffer, with Lieut. G.G. Koehne as co-pilot, continued on to Guatemala City to pick up some other officers. Squadron personnel participating in the flight were 2nd Lieuts. H.A. Bullock, J.S. Pirruccello, G.A. Beere, P.D. Wood, G.H. Koehne and D.M. Peffer.

39th Observation Squadron: The Squadron is eagerly looking forward to beginning its work of operating radio-controlled airplanes to be used as targets for Coast Artillery anti-aircraft batteries. These planes are obsolete BT-2's which have been fitted with remote control radio equipment. Several of them have been received at France Field. Four Squadron officers, who have been receiving instruction in the operation of this equipment, are expected to return soon from the school at El Paso, Texas, and they will then instruct the remaining members of this unit.

The actual operation of these targets for anti-aircraft fire promises to be one of the most interesting phases of the Squadron's training, and both Air Corps and Artillery personnel are very anxious for it to begin.

Hickam Field, T.H., December 30, 1940.

Hqrs. 11th Bombardment Group: Men who donned the traditional lei, which short-timers so proudly display, were Captain Walter Eckman, Lieut. James F. Starkey, Staff Sgt. George E. Mason, Cpl. C.W. Touchstone and Pvt. A. Ederich, 14th Bombardment Squadron; Captains Alvord Rutherford, 26th Bombardment Squadron, and Hammond and Lieut. Tuell, 50th Reconnaissance Squadron. They bade us Aloha and are once again to become mainlanders. Their friends here in Hawaii wish to say Aloha Nui Loa and a happy homeward voyage.

Hqrs. 5th Bombardment Group: Group Headquarters and all squadrons have been kept "on the go" getting our 234 newcomers assigned and "shaken down." To them we say Aloha and welcome to the "Fifth - The Guardians of the Upper Regions." We want you new members of the Fifth Group to remember our motto and to strive always to assist us in living up to its

meaning both by word and deed.

Several reassessments have been made within the Group in the first three N.C.O. grades in order to equalize our strength throughout to conform to existing tables of organization. Squadrons who "lost" these noncoms may obtain some consolation in the fact that their loss is another squadron's gain.

Congratulations are due the 4th Squadron for the accuracy of their bombardiers. The 5th Group Trophy, awarded the squadron having the lowest percentage of errors in bombing, has been held by the 4th for the past two months. They claim they are going to hold it permanently! Any comments from the rest of the squadrons?

Captain Meehan and his crew of B-18 No. 65 are to be congratulated on their narrow escape from a ducking in the deep blue. It seems they were out on a routine local instrument flight about 25 miles off shore when they suddenly lost the propeller from the right engine. The plane was landed on the field with no other damage.

Congratulations to Captains Saunders and Durham and Lieuts. Godmen, Cole, Hall, Kuhl and Dahlberg on the completion of their navigation course.

We are all happy to meet and welcome the bride of Lieut. Edmundson, of the 31st Bombardment Squadron. Congratulations to you both. May your lives together be as happy and serene as our own Blue Hawaiian Skies.

The Reserve officers recently attached to us for non-flying duties have settled down and are putting their shoulder to the wheel to assist the Group in fulfilling its mission as part of the defensive forces of Hawaii.

42nd Bombardment Squadron: The Squadron suffered the loss of two competent and popular officers recently when Captain Gordon H. Austin, Operations Officer, was transferred to Wheeler Field, T.H., to command a squadron of the newly activated 14th Pursuit Group, and 1st Lieut. Michael J. Coffield, Squadron Adjutant, assigned to Hqrs. Squadron, 18th Wing, to take charge of the Base School. The 42nd Squadron reluctantly bids farewell to the two officers and wishes them the best of luck in their new positions.

Second Lieut. John E. Henry, formerly of Wheeler Field, joined the Squadron, and with 2nd Lieut. Warren S. Wilkinson, was checked off as Principal Pilot of the B-16 airplane.

Among its other routine activities in December, the Squadron flew numerous cooperative missions with the Coast Artillery at Fort Kamehameha and Fort Weaver.

Master Sgt. J. Collins supplied several boxes of cigars to the officers and men in the hangar to celebrate his promotion from Tech. Sergeant.

The Squadron personnel were given an opportunity recently to demonstrate their marksmanship with the pistol, after weeks of practice in aiming and squeezing the trigger at targets on the hangar walls. The Squadron journeyed to the pistol range for some actual firing and, considering the number of men who had never before fired the service pistol, a good average was attained. Top scoring honors for the outfit went to Staff Sgt. C.B. Stanton with a mark of 90.3.

About 52 of the men of this Squadron are now keeping their fingers crossed and eagerly awaiting the results of their recent Air Mechanics examination. According to reports from the men, this examination was far from being an easy one, but there seems to be an air of optimism throughout the hangar as the papers are being graded.

Lanley Field, Va., January 6, 1941.

2nd Bombardment Group (H): Starting on December

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17th, our recently graduated class of officer and enlisted bombardiers were given an opportunity to demonstrate their abilities by being given demolition bombs to drop. Scores of 100-pound bombs were loosed on a rectangular area target to test the ability of our bombardiers regarding pattern bombing. Results? The area a wreck - hardly a square foot untouched. Later that day some of our officer bombardiers were given the big ones to drop. This was quite an experience for some of the bombardiers, these being the first demolition bombs of the very large size they had ever dropped.

The next two days provided wonderful flying weather, so the 20th, 49th and 96th Squadrons completed squadron tactical missions, allowing their enlisted bombardiers to drop their quota of demolition bombs - these mainly in the 300 and 600-pound category. After three days, the "whoosh," "boom" and rattling of windows and doors caused by the concussions became commonplace - but we were still glad to be miles away.

Major George and Captain Matheny, with two B-18A's took the newly graduated navigators to Pittsburgh to attend a demonstration at the Buhl Planetarium. An understanding was gained of the make-up of our universe and its component parts - by far more complete and simple than tables and graphs in a text book.

On the evening of December 20th, a "get-together" of the personnel of the entire 2nd Bombardment Group was held in Hqrs. Squadron Hangar. Refreshments were served and everyone enjoyed himself. Group singing, led by Chaplain Carpenter, was loud and long. A quiz contest was held with five men from each squadron participating. Honors in this battle of wits went to the 96th.

Quiet reigned over all the offices and hangars of the Group from about the 21st to the beginning of the New Year, with most of the men on furlough or pass and only skeleton crews performing the necessary duties.

Hqrs. and Hqrs. Squadron: Major Harold L. George, our Group Commander, was the leading speaker on a nation-wide NBC radio hook-up, featuring Army personalities and posts throughout the nation. The broadcast was made from the Base Chapel at 8:00 p.m., on December 27th. Major George was interviewed by Jeff Baker, NBC announcer, on phases of Bombardment Aviation and personal experiences in his aviation career.

A letter from the Commanding General of the 2nd Wing commended the Squadron for the outstanding manner its annual training directive was accomplished.

The period December 20-30 found a large portion of Squadron personnel enroute to their homes for holiday furloughs and passes. Those who remained to "hold down the fort" over the holidays were treated to one of the finest Christmas turkey dinners ever laid before an Air Corps soldier, thanks to Sgt. Wm. C. Bever, our Mess Sergeant. Another treat for those who remained was an excellent vaudeville show of about ten acts. The All-American Redheads, an all-girl basketball team, played the Base team on Dec. 28th, losing by a small margin. The Base Gym, theater, swimming pool and bowling alleys are only a stone's throw from this Squadron's barracks. There weren't any dull moments during the leisure hours of the Christmas holidays this year for the boys who were unable to visit their home towns.

20th Bombardment Squadron: Since no flying was scheduled during the Christmas holidays, the Squadron personnel thoroughly enjoyed themselves with leaves and furloughs. This much-awaited-for relaxation was participated in by the majority of the per-

sonnel.

49th Bombardment Squadron (H): The Squadron again felt the influence of the new expansion program when 18 more recruits were assigned and attached to it. These men were transferred from Jefferson Barracks, Mo.

96th Bombardment Squadron: Two B-18A's from this Squadron participated in a Group demolition bombing demonstration on the Plum Tree Island area and precision targets on December 17th.

Lieuts. J.O. Cobb, A.J. Hanlon, J.H. Keenan and E.J. O'Conner flew to Pittsburgh with the Group Commander on December 18th for a visit to the Buhl Planetarium, where a special lecture was given for the benefit of the 40-B Celestial navigation class. All four of these officers have now been qualified as Dead Reckoning and Celestial Navigators.

22nd Bombardment Group, Hqrs. Squadron: The permanent station of this organization was changed from Mitchel Field, N.Y., to this field on November 15, 1940. Half the Squadron is suffering from homesickness. We have a bunch of "subway soldiers." Several of our high-ranking noncoms are commuting to Mitchel Field on week ends. But the transfer has not made everyone sad. We have several boys from the deep south who are glad to get closer to their homes.

Since our arrival at Langley Field, the officer personnel of this organization has been increased by the transfer of Captains Laubach, Haskins, Keon, Lts. Phelan and Walling from the 2nd Bombardment Group. Captain Gordon was relieved as Squadron Adjutant to take over the duties of Group Personnel Officer.

Our quarters situation at Langley is vastly superior to that at Mitchel Field. Since our organization on February 1, 1940, we were quartered in temporary barracks. Here we were assigned to the barracks vacated by the Hqrs. Squadron of the 8th Pursuit Group and given one temporary barracks to care for the overflow. Most of the men (those in the permanent barracks) are "tickled pink."

Approximately 95 men of this organization were given furloughs during the Christmas holidays. Most of the men of this organization are from the northern part of the United States, and for those who remained at Langley Field a green Christmas was rather novel.

We are now looking forward to the forthcoming split-up of this Squadron. Cadres for two new Hqrs. and Hqrs. Squadrons are to be supplied. One squadron goes to Orlando, Fla., and one to Jackson, Miss. We're all "sweating it out."

2nd Bombardment Squadron: The history of this organization has been very short and, although we have pulled no "blitzkreigs," we have advanced quite a bit as an organization. The Squadron was formed at Bolling Field, D.C., on February 2, 1940. By "rumor" we were transferred to every Air Corps station from Maine to Hawaii. On November 5, 1940, however, we received official orders for permanent transfer to Langley Field, Va.

Leaving Bolling Field on November 14th, we brought with us all our equipment, which consisted of barracks bags and footlockers. Having been working with the Staff Squadrons at Bolling Field, we did not have the opportunity or equipment to operate as an individual unit until our change of station.

Upon arrival at our new station, we were met by our new Squadron Commander, 1st Lieut. Richard C. Kugel. Through his endeavor, we moved into our barracks and were pretty well settled by nightfall. The following day we ate our first meal in our new mess hall. We were also prepared to go to work in our hangar the next day. Even though we were without planes and

tools, we requisitioned paint, lumber, tools and equipment and immediately set to work getting the barren hangar into which we moved looking more like an occupied hangar should. During these days we acquired several more officers, and on November 20th we received our first two B-18A airplanes from Savannah, Ga. A few days later we received a BT-14 airplane and another B-18A type airplane.

Immediately, men were selected to attend schools for the training of gunners, bombardiers, armorers, and radio men. Because tactical training was something new to most of the members of the Squadron who came from a non-tactical station. Now, a month later, we have three complete combat crews with more undergoing training, 12 officers assigned, and 5 officers attached, also 25 new recruits.

Under the guidance of Captain H.L. Prindle, our present squadron commander; Captain W.L. Lee, Operations Officer, and 1st Lieut. Kugel, Adjutant, we feel that much progress has been made and that much more will be made in the near future. With the assistance and cooperation of other squadrons in our Group, we now feel worthy of the name of a tactical unit.

Ponce, Puerto Rico, January 10, 1941.

The 36th Pursuit Group (Interceptor), at the Ponce Air Base, Ponce, Puerto Rico, which is commanded by Major Delmar H. Dunton, Air Corps, is rapidly settling down to a normal routine after the strenuous work entailed in unloading their equipment from the U.S. Army Transport CHATEAU THIERRY, trucking it to camp, and getting oriented in the new surroundings. The men are enthused over the climate and are looking forward to a pleasant tour of duty in serving at this station.

Construction is proceeding at a rapid rate, and with the arrival of their planes from Langley Field, Va., the 36th Pursuit Group will be ready to proceed with tactical training missions.

Captain Charles J. Bendley, Jr., is commanding the first echelon, and Major Ned Schramm, the Group Commander, is heading the flight echelon of 40 officers and men who will bring the planes to this new air base.

22nd Pursuit Squadron (Int.): Since Major Barcus is in the Air Echelon, 2nd Lieut. R.L. Coffey is performing the duties of the Squadron Commander.

Marriages were frequent among the officers during the latter part of December, among those deserting bachelor ranks being 2nd Lieut. H.C. Junkermann, who married Miss Katherine Potter, of Newport News, Va., and 2nd Lieut. J.A. Buffin, who married Miss Dorothy Sandrock, of Carlisle, Pa.

The pioneering officers now here are looking forward to the arrival of the Air Echelon. We wish them "God Speed." Those pioneering officers are 1st Lieuts. W.M. Smyser, E.W. Wigman, 2nd Lieuts. J.E. Buffin, R.L. Coffey, W.K. Forman, J.K. Hinton, H.C. Junkermann and B.H. Keener.

As soon as the Squadron is well situated, it is anticipated having an outstanding baseball team.

Barksdale Field, Shreveport, La., January 18, 1941.

In an unfortunate airplane accident at this field on January 6th, Lieut. Henry G. Strachan, Jr., of Savannah, Ga., was killed, and Lieut. E.A. Sanders, of Nashville, Tenn., was severely injured. These two Reserve officers were on duty at this field as flying instructors. Apparently, the accident was of the unavoidable type. The pilots were flying the

new AT-12 low-wing monoplane used for fundamental Pursuit training. The remains of Lieut. Strachan were flown to his home in an Army Bomber and were accompanied by a guard of honor, with Lieut. Colonel John B. Patrick in command.

While a blank file formation of Army Bombers circled overhead and the sound of "Taps" floated through the Bonaventure Cemetery at Savannah, Ga., final tribute was paid on January 8th to the deceased officer. A blanket of flowers, arranged so that a pair of floral aviation wings was in the center, surrounded the casket, which was draped in an American flag. Members of the Savannah Aero Club, of which Lieut. Strachan was a charter member, attended the services and burial. Pallbearers, all Army officers of the Savannah Air Base, were 1st Lieuts. Charles R. Johnson, Edward N. Backus, 2nd Lieuts. Frank B. Bender, Norman R. Breeden, Stradford L. Morton and Edward L. Larmer.

Pvt. Marshall A. Kellett aged 20, of Hqrs. Squadron, 6th Air Base Group, died at the Post Hospital on January 9th as the result of injuries sustained when he was pinned between two trucks. His body was accompanied by a military escort to his home at Kilgore, Texas, for burial.

Lieut. Colonel Graves B. McGary, Post Quartermaster, was ordered to duty in the Office of the Quartermaster General, Washington, D.C., on Jan. 15th. Captain Wm. E. Means was appointed Post Quartermaster.

Air Corps Reserve officers who reported for duty with the Air Corps Advanced Training School during the first two weeks of January were 2nd Lieuts. Clifford B. Olson, E.E. Goodyear, Robert H. Benesh, Roy Gilbert, Noel Stephen Benson, W.O. Davis, Bryson R. Bailey, Preson Pipir, Richard H. Ludwig, Clay Albright, W.W. Ingennutt, Joe E. Alexander, Lawrence F. Krebs, W.J. Garland, Jerome H. Hoss, J.J. Morris, Arthur Conrad, Jr., Wm. H. Newcombe, Robert W. Neal, Robert M. Long, A.N. Burke, K.N. Busch. Also reporting were Captain Sinclair Baker, Captain Benjamin Hill Vincent, and 1st Lieut. Ralph B. Garretson.

Lowry Field, Denver, Colo., January 10, 1941

Sgt. Wm. E. Zimmermann and Pvt. Shallay D. Waggoner are under orders to proceed to Fort McDowell San Francisco, Calif., and from there to Elmendorf Field, Anchorage, Alaska. Sgt. Zimmermann is a graduate of the Signal Corps Meteorological Observers' School at Ft. Monmouth, N.J., and the Weather Forecasters' School at Patterson Field, Ohio, and Pvt. Waggoner completed the Teletype Maintenance course at Chanute Field and the Weather Observers' course at Scott Field.

February 1, 1941, marks the first anniversary of the activation of the 36th Bombardment Squadron (H), at March Field, Calif. Organized as a unit of the 28th Composite Group, and composed almost entirely of members of the 19th Bombardment Group (H), GHQ Air Force, under the command of Major Wm. O. Eareckson, the 36th Squadron was stationed at March Field from the date of activation until July, 1940, and was then ordered to temporary duty at Lowry Field, Denver, Colo., for the purpose of conducting bombing missions at that station for the Bombardiers' School. Prior to its assignment at Lowry Field, the 36th was equipped with one B-17B and 5 B-18A type airplanes, but upon transfer to Lowry Field the B-17B was turned over to the 38th Reconnaissance Squadron (LR). The most notable flights performed by the organization

were the cross-country flight, under the command of Capt. Richard S. Freeman, from March Field to Miami, Fla., and return, and the mass flight of the Squadron ships from March Field to Lowry Field.

Although originally intended for assignment as part of the Alaska Defense Force, with station at Elmendorf Field, Anchorage, Alaska, no official orders were received revoking that assignment. Eighteen enlisted members of the organization and six officers were sent to Ladd Field, Fairbanks, Alaska, on September 1st, and, from all reports, conditions are not quite as bad as most members of the organization have pictured. At this writing, the 36th Squadron is under the command of Captain W.M. Prince, Major Eareckson having been assigned as Executive Officer of the 1st Provisional Group.

The following Cadets are under orders to report to Ellington Field, Houston, Texas, for duty:

Bolton, Wm. M.	Morris, Jack E.	Fleek, T.A.
Hammond, George W.	Ross, Orville B.	Gilmour, H.B.
Harrison, Edward F.	Stillwagon, R.W.	Knight, M.R.
Hewitt, Lynn J.	McClintick, C.R.	Logan, Jas.C.
King, William W.	Peschau, E.F., Jr.	McCall, J.O.
McConnell, James B.	Whitney, Geo. W.	Moya, Jose E.
McDonald, Wm. E.	Getzke, K.H.	Nesbit, J.H.
McGinn, Fred L., Jr.	Klose, Benj. B.	Turk, L. R.
McKaba, Edward	Strait, M. D.	Zeigler, P.R.
McLaughlin, Wm. C.		

The following Cadets are under orders to report to Barksdale Field, Shreveport, La.:

Brickett, W.H.	Ray, Wilbur R.	Perkins, John W.
Burke, John R.	Rogers, Chas.E.	Voyles, Rose E.
Burleson, R.B.	Smith, John M.	Warmouth, C.O.
Geoch, R.B.	Szabe, Wm.	Watkins, Jas. D.
Harper, C.C.	Carson, F. B.	Wheeler, M.L.
Harper, Henry A.	Ernst, Sol E.	Del Missier, B.C.
Heldreth, H.S.	Flower, Frank A.	Bossum, Erling J.
McTague, H.C.	MacTaggart, I.P.	Campbell, F.F.
Miller, A.L.	McCall, David D.	Petersdorf, J.E.

Barksdale Field, La. January 11, 1941.

Brigadier General L.H. Brereton, former Commanding Officer of Barksdale Field, and now Commanding Officer of the Savannah, Ga., Air Base, was a recent visitor at this field.

Capt. Benjamin Hill Vincent reported for duty on January 7th and assigned as Post Intelligence Officer.

Recent War Department orders assigned Lieut. Col. B.L. Wilson, M.C., to duty with the Southwestern Division at Riverside, Calif., and Captain R.B. Shira, Medical Dept., to the Panama Canal Zone.

Chanute Field, Rantoul, Ill. January 4, 1941.

December, 1940, was not their busiest month, but in that period the Chanute Field Photographic Section shot 679 different pictures, 136 of these being aerial obliques and verticals; made 9600 contact prints and enlargements and completed 96 lantern slides. It is further interesting to note the evident increase in volume of work turned out by this department throughout the year. In the first six months' period, the Chanute Field Army Air Corps photographers shot a total of 48 aerial photos, and during the second period records show that over 1,000 similar photographs had been taken.

At present their work can be classified, as follows: (a) identification and portrait work of officers and civilian employees; (b) photographs to supplement publicity releases; (c) pictures to illustrate "unsatisfactory" construction reports;

(d) weekly series of photographs graphically to show the progress of construction taking place at Chanute Field; lastly, (e) graduation pictures furnished to school authorities, of which one copy is given to every student.

The Chanute Field photo section is equipped with the latest and most modern equipment available to the industry. The Robinson copy camera, which can take up to 20 x 24-inch negatives, is perhaps their largest single item of equipment. Four Speed-Graphic cameras, equipped with synchro-flash bulbs, are used to aid the Public Relations Office activities. In addition, there are two 8 x 10-inch view cameras, a K-35 Fairchild aerial camera, one K-10 aerial camera, complete 16 mm sound projection unit, tandem unit of 35 mm sound projection equipment, and a 16 mm motion picture camera, which has not as yet been received at this station.

"We do the same type of work as that accomplished by almost any commercial studio, with exception of advertising display," Staff Sgt. Michael E. Brown, senior noncommissioned officer in charge of the Photo Section, stated during the course of an interview. "Just to illustrate what the section can do," he continued, "we once took a frame from an 8 mm motion picture film and ended up with an enlargement that measured five by ten feet."

According to Sgt. Brown, work is scheduled to begin on a series of 10,000 kodachrome lantern slides which will be used in connection with the visual aid unit program instituted to make the courses easier for the students. About one-half of this number will be sent to the civilian schools under contract to train Army Air Corps students, an integral part in the scheme of national defense.

Usually, a complete photographic section is staffed with approximately 21 men. The Chanute Field Section, however, only has eight men at this time, four of whom are graduates of the Photographic school at Denver, Colo.

Sgt. Brown is proud of the Chanute Field Section, the equipment of which is worth about \$50,000, and believes that it is second to none both in quality and quantity of work turned out. He has been an Army Air Corps photographer for eleven years.

Lieut. Colonel Edward C. Black is the Photographic Officer, assisted by Lieut. W.R. Young.

Lindbergh Field, San Diego, Calif., Jan. 11, 1941.

Without the tempo of martial airs but in the swing of present expansion, Lindbergh Field's Air Reserve Unit is tramping on to bigger and better things. No longer will the personnel of visiting aircraft fear the perils of pinched purses when folding their wings for the night at this busy airport. The Unit Instructor, 1st Lieut. Hubert B. Duckworth, expects to christen the new Hotel-de-Gink (Tech. Sgt. Williams' latest endeavor) almost any day. Rushing bell-hops, taxi rates and towering hotel bills need not be haunting your souls any longer. Comfort and economy have found a permanent place right on the field.

It isn't any trouble to wave good-bye to eight good pilots called to extended active duty, but replacing them generally presents the perplexing problem. Lieut. Duckworth seems to have solved this in the Fours. His board favorably considered the appointment of 2nd Lieuts. Richard Young, Allen Castle, John Kelso and Pat Fonnegan, all very popular instructors at the Ryan School of Aeronautics, the boys who sprout the initial wings on our future

Air Corps Eagles.

Lieut. John H. Dougherty (San Diego's Flying Sheriff), closed the run on our active duty calls when he reported to Western Air Corps Procurement District as assistant to Major McReynolds who, along with Lieut Duckworth, make up the No. 1 Testers for all Ryan and Consolidated ships.

Since Sept. 2, 1940, Major Wm. Wimer, Captains Cedric Davis, George Pardy, John Zahn, James Moore, Lieuts. Gordon K. Hazeltine, James Liddell and John Dougherty have been called to active duty. They have all gained fine positions of responsibility since their assignments, varying from Commanding Officers, Squadron Supply Officers, Post Operations Officers to test pilots for Procurement Districts.

Since the initial assignment of the first Unit Instructor, 1st Lieut. Walter W. Gross, on November 2, 1936, this station has grown from a few borrowed sticks of lumber and odd pieces of corrugated tin to one of the proudest Units in the service; willing to boast of its two fine hangars, the new Hotel-de-Gink and the long list of officers on extended active duty, with an even greater list of inactive officers who are enjoying the privilege and pleasure along with this famous field.

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K E E P I N G F I T

MacDill Field The invincible 43rd Bomb. Squadron basketball team trounced the fast arguing 6th Bomb. Squadron team 25 to 19, and are well on the way to victory as champions of the first league.

Since the opening of the new year, the basketball team of the 52nd Bomb. Squadron defeated several more strong Tampa teams. With the team practicing diligently every day, crossed fingers won't be necessary very much longer, and we're betting 10 to 1 that, by the time we go to press, the team will have a few more victories under its belt.

The 6th Bomb. Squadron basketball team is rolling along on an extended winning streak, being tied for the lead in the MacDill Field League with three wins and no defeats to date. The team has made trips to neighboring towns, meeting semi-pro teams. It is expected to arrange a game with the leading 21st Reconnaissance Squadron of Miami in the near future, and the boys are eagerly awaiting the trip and are confident of winning.

Hamilton Field Various activities are going on in the Squadron at the present time. We have formed a bowling team which is making rapid progress and promises to give all contenders some stiff competition. The basketball squad is also rounding into shape and looks like a formidable foe for all comers.

Mitchel Field The basketball team of the 35th Pursuit Squadron (F) has tossed its way through six straight wins in as many league games. Lieut. Martin, officer in charge, knows his team is good - he plays on it. Optimistically, he predicts the 35th will win the championship.

Bolling Field The post basketball team lost its first game to the F.B.I., and now stands tied with that team for the championship of the first half of the Times-Herald

Government League.

McChord Field The Athletic Department, under the guidance of Lieuts. Lendall and Duncan, organized several athletic functions for the officers and men. Four Badminton courts, a volleyball court and a ping pong table were set up in the hangar for the use and enjoyment of all.

The 89th Squadron basketball team, in charge of Lieut. L.W. Holman, player and coach, started off the '41 season with a bang by defeating the 54th Ordnance Battalion, 31 to 20, and the Hqrs. Squadron, 17th Bomb. Group, 38 to 25. The team expects to continue the march against any and all future contenders. Pvt. K.J. Harris demonstrated outstanding ability by scoring 36 points in the two games. Other members of the team are Lieut. Holman, Pvts. B.C. Smith, G.B. Dial, G. Beckwith, L.J. Miner, G.F. Gwyther, H.M. Snowden and W. Solarz.

Captain Raymond L. Bell, McChord Field Educational and Recreation Officer, wondered for several weeks about the publicity being given to the 239th Separate Quartermaster Company, attached to this field, in the local newspapers. It appears that the 239th team was receiving more than its fair share of publicity in the current basketball tournament. Even before the tournament was under way, one Pvt. Buck Weise, 239th Q.M.C., well known in his college days as a basketball and football star, was getting "write-ups" in the newspapers. Captain Bell noticed these write-ups.

And when the tournament was under full swing, the 239th still got publicity. First one player and then another was given a "build-up." Captain Bell became suspicious. He called in the Post Reporter.

"To what organization do you belong?" the Captain asked innocently.

"The 239th Quartermaster Corps." the reporter answered likewise.

"I see," mused the Captain. "So that's why the 239th basketball squad has been getting so much publicity."

"Yes, Sir;" admitted the reporter proudly, "but just wait until the good old 'Fighting 239th' wins a game, Sir - then we'll really get some publicity."

The Captain looked up the records. Sure enough, the 239th percentage, way down at the bottom of the list, was.....000.

Scott Field Between fifty and sixty enlisted men at the field competed in a boxing tournament held on January 23rd and 24th. Men of all weights and amateur experience competed. Lieut. Gordon Douglas was in charge of the event.

Cpl. Bishop, instructor in charge of the preliminary coaching of the men, has had considerable experience as a member of the Arkansas State College boxing team and as an entrant in national amateur tournaments. He was assisted by Sgt. Ellis, of Hqrs. and Hqrs. SFB, A.C.T.S. Squadron, and Pvt. Preston, of the 13th School Squadron. Among those entering the tournament were Pvt. Jesse Garcia, 11th School Squadron, A.A.U. champion of New Mexico last year; Pvt. James McRaven, 12th School Squadron, A.A.U. champion of Arkansas in 1935, and Pvt. Harold Simms, of Hqrs. and Hqrs. A.C.T.S. Squadron, former champion of Wisconsin.

Barksdale Field Recent summer weather has started the baseball bug buzzing down in the "Deep South." The fellows have dug out their gloves and have started warming up in the after-

noons.

The first intra-mural boxing show of 1941 was staged in the Barksdale arena on January 15th. A program of eight bouts was presented to a crowd of 2,000 fans. There were five knockouts and plenty of action was furnished the crowd. The boxing team is coached by Lieut. Harry P. Jordan.

The 88th School Squadron came from behind in the closing games of the intra-mural basketball league to win the championship. The 88th defeated the strong Medico team 21-19 in the semi-finals and took a bitterly fought game from the Air Base Squadron, 38th Air Base Group, 29-25, for the championship.

Savannah Air Base In the 17th Bombardment Squadron, the Officers' Bowling Team, despite the difficulty in securing a quorum of officers who are not busy on official details, has crashed in No. 3 place in the League. With some more practice and the increased interest being shown, we are rarin' to push ahead into a higher standing. Lieut. Ed. Larner, Squadron Recreation Officer, has done a fine job in promoting interest among the enlisted men's activities. The bowling team is in a three-way tie; the basketball team is tied for second place with the 1st Materiel Squadron, and the skeet team won the Group shoot, thanks to Sgt. Connella, who shot 24-22.

The 13th Bomb. Squadron recreational teams are all doing well. The officers have won all their games in the bowling league, while the enlisted men, after a slow start, have the basketball team well under control.

Since coming to Savannah, the 90th Bomb. Squadron has had fair success in its athletic endeavors. Both the officers' and enlisted men's bowling teams are leading their respective leagues - the officers' team with 6 wins and no losses, and the enlisted men's team with 16 wins and 2 losses. The Squadron basketball team has had less success, but considerable consolation is derived from the fact that three team members were selected to play on the Post Team.

The Post Basketball Team, under the capable direction of Lieut. Kermit D. Stevens, completed the first round of play in the Savannah City League with only one loss.

The bowling team of Hqrs. Squadron, 3d Bomb. Group, composed of Sgts. Belechak, Anderson, Bolton, Romeo and Pvt. Coronios have hit their stride, as they are leading at present the Savannah Air Base League.

The officers' bowling team of Hqrs. Squadron, 3rd Bomb. Group, composed of Lts. Broom, Koster, Hunter and two Tobys actually came through to win two out of three games from the 13th Squadron. We are in hopes our team will be much improved by the addition of Major Webster, as it is reported he is quite efficient with a bowling ball.

The 17th Bomb. Squadron basketball team has made a very good showing thus far, being tied with the 2nd Materiel Squadron for first place. The enlisted men's bowling team is in third place in the league standing, and the officers' bowling team, though not of unusual ability, is managing to stay well up in the league through the excellent bowling of Lieuts. Anthis and Johnson.

Langley Field Prior to its departure from Mitchel Field, Hqrs. Squadron, 22nd Bomb. Group, had a dinner in honor of its championship touch-football, track and softball teams. As the piece de resistance, roast squash was served, thank to Capt. Gordon, mess officer. This may not

have been an Army "first," but it is to our knowledge. Entertainment was furnished by Mario Henri, Neapolitan troubador. Having left Mitchel Field with the trophies betokening first place in track, softball and touch-football safely packed away, this organization is now concentrating on the one cup which is lacking - for basketball. The team is coached by Lieut. Walling and led by Pvt. 1st Cl. Leifer (captain), both stellar players. We are now leading the league with 7 victories -- no defeats.

Hickam Field Just to show the Hickam Field lads who has Squadron, 11th Bomb. Group, won the championship by defeating the 72nd Bomb. Squadron, 5th Bombardment Group (M), 44 to 22. Mass calisthenics twice each week has replaced the Tuesday afternoon athletic period. The morning calisthenics have been conducted with an amplifying system as an experimental test and it has proven successful.

The close of the inter-squadron basketball season found the 42nd Squadron occupying fifth place in the loop standing. Sgt. Herbert Trost, of the Radio Section, maintained his position of high scorer for the field with a total of 404 points.

France Field Base Squadron, 16th Air Base Group, was scheduled to start the 1941 Softball League with a game on January 6th with the Hqrs. Squadron of that Group. First Lieut. Lloyd D. Miller, Inf., Athletic Officer, stated that, on the basis of other accomplishments, the Base Squadron should be sporting a pennant at the end of the season. Through the medium of sand lot games with choose-up teams, the Squadron has been trying out its material. Heavy hitters are plentiful and twirlers are expert in their practice performances.

Dame rumor has it that the Base Squadron will change its habitat from France Field to the newly constructed Howard Field within the next few months. As Howard Field is on the Pacific side, the change of station entails a contact with a new environment - Balboa and Panama City - which present many recreational advantages not in Colon or Cristobal.

Under the guidance of Lieut. Wm. P. Mullins, the softball team of the 1st Materiel Squadron, 16th Air Base Group, should be second to none on the field. The team started the season off with a bang, defeating the 2nd Materiel Squadron 5 to 2, and, having tasted blood for the first time, it is out to get everyone else on the schedule. There is plenty of spirit within the Squadron and, if cheering from the bench means anything, our boys should win every game by a wide margin.

New softball equipment was ordered for the 2nd Materiel Squadron, 16th Air Base Group. Two softball diamonds were provided by the A & R Association. The turnout for the softball team indicated the presence of plenty of enthusiasm. Cpl. Chandler reports that the team is shaping up fine and that he is confident a good showing will be made in the Inter-Squadron League. We are proud of the fact that Cpl.

McLaughlin came through the finals of the Panama Canal Department championship fights. He won the bantamweight title quite easily at Fort Davis over Marks of the 5th Infantry.

Hqrs. Squadron, 6th Bombardment Group, organized a softball team under the guiding hand of Cpl. Joseph Romano, who has coached his team mates to victory in all practice games played to date. We only hope that they will be as successful in all their coming League games.

Albrook Cpl. Steve Golas, of Hqrs. Squadron, Field 15th Air Base Group, retained his crown as heavyweight boxing champion of the Panama Canal Department by gaining the decision in a 4-round bout over Dabials of the 14th Inf. It was the third consecutive year Steve slugged his way to the title. He defeated Stanley, of the 2nd Field Artillery to win the Pacific Sector Tourney.

The flying boxers from Albrook Field, under the direction of Staff Sgt. James F. Reese, presented a good account of themselves this season. Considerable credit is due Sgt. Reese and the A & R Department for the showing made. Second Lieut. George H. Hollingsworth, then A. & R. Officer, worked tirelessly with the men so that they might be a credit to the branch of the service they represent.

Bowlers at this station will soon be spending long hours at the polished new bowling alleys being installed in a lean-to beside the Air Corps Station Supply building. The enlisted men have worked mornings and afternoons for weeks in an effort to have the lean-to in readiness for the installation. Considerable care was taken to insure that the building was constructed to engineering perfection, in order that the alleys would be 100% accurate. Enlisted men of this station have bowled in several different Canal Zone leagues in the past few months, and we have it from fairly reliable sources that there are some experts in the ranks.

An effort is being made to form a ladies' league, and it is reported that interest is running high.

Under direction of Captain Roger J. Browne, popular Isthmian golfer, a tournament for the officers of this command is being planned. The exact dates for the play have not been set, and matches are now being drawn up. Play will be on the Fort Amador course, which is a popular mecca for Army golfers in this Department.

Selfridge Riding the crest of a three-game winning streak the post basketball team looks forward to continuing its winning ways in its contest with Ditzler Color, fast Class A, Detroit squad. Battling experienced amateur squads in the Lt. Clemens-Detroit area, the Selfridge Five started a distinctive campaign to finish the season's schedule undefeated. The regular quintet roster includes Buckles and Capron, high scoring forwards; Berkowski at center; and Steinbach and Harmika guards.

A select six-bout program on the evening of January 24th, arranged and conducted by Sgt. "Gib" Black, veteran professional of a few years back, was the first staged at this field for better than two years and attracted approximately 300 fight enthusiasts. The outstanding bout of the evening was the victory via the K.O. route in the fourth and final round of Pvt. Joseph Downing over Al Senger. Comedy marked the only other knockout during the show. Middle-weight Jimmy Marley proved no opposition for Jack Abberger but, to keep things moving, he clowned his way along until the beginning of the third round, when the referee, Lieut. S.W. Dee, awarded the decision to the serious Jack Abberger.

Other matches saw Gib Black easily punching his way to victory over Al Perry, former Milwaukee Golden Glover, in the featherweight division; substitute Charles Nadeau outpointing Don DuBarry in the lightweight class; Jerry White given the nod over Bob Hahn in a close welterweight battle; and Vinnie Coyle and Cliff Johnson, heavyweights, ter-

minating their four-round event in a draw. Officials assisting Lieut. Dee included Lieuts. J.D. Pearson, M.E. Sims and J.O. Beckwith.

Bowling is enjoying a successful season. The Non-commissioned Officers Mess Bowling League of 12 teams got under way on October 8th at the Bowl-O-Drome alleys in Mt. Clemens. Competition for places on the all-star NCO team has been keen. Within six weeks after the season began, the NCO Team, bowling in the Macomb County Traveling League, began to hit its stride with 3,091 pin team total against Standard Oil of Roseville.

After five years' absence, Selfridge Field will have a team entry at the American Bowling Congress in St. Paul, according to Master Sgt. Wm. E. Gerton, president of the NCO Mess Bowling League. He stated that the Selfridge Field ABC entry will be Sgts. Jacob Brander, Michael Charbaugh, George Dugan, M.B. Harvey, M.Z. Szpyt and himself. Four NCO team members are veterans of ABC competition. Sgt. Brandner attended three. Sgts. Charbaugh and Dugan are two-Congress veterans, while Sgts. Harvey and Szpyt are looking forward to their first ABC competition.

Sgt. Charbaugh hit 264 for the team's high individual game this season, and Sgt. Brandner boasts a high series of 623. The newest recruit on the Selfridge Field ABC entry has bowled for eight years.

Warrant Officer W.A. Cayer, until recently Master Sgt., Air Corps, is Secretary of the Bowling League. He is assisted by Sgt. B.C. Tucker, League public relations officer. Sgts. Gerton, Dugan and Charbaugh, each of whom has bowled 39 games, occupy the first three places in the average scores for the season, the first-named with 180 and the last two named with 178 each.

Barksdale In the Officers' Bowling League, the Field 55th Squadron team took first honors in the first half of the season, ending on December 30, 1940. Lieut. Probst took individual team honors with a high score of 211.

Tennis play was resumed recently.

Boxing activities are getting under way at the gymnasium and fans will be treated to boxing bouts each Wednesday night.

Close, hard fought matches are featuring the play in the Barksdale Ladies' Bowling League. The teams are evenly matched. Mrs. John B. Patrick hung up the highest score of the season in December with 217 pins. Mrs. Walker turned in the highest score of the new year with 181 pins.

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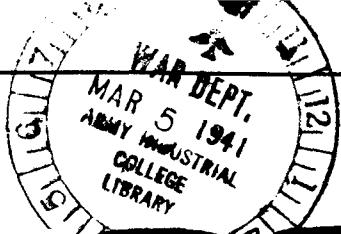
ACKNOWLEDGMENT

Once more the News Letter expresses its appreciation to Private Jack D. O'Brien, of the 9th Air Base (Materiel), Moffett Field, Calif., for the very attractive cover design featuring this issue. Private O'Brien designed the cover page of the November 15, 1940, issue of the News Letter. Other contributions by him of cover designs for the News Letter will be very welcome.

News Letter readers who are handy with the pen or pencil are invited to submit cover designs. Those designs which prove acceptable will be published in their turn. A number of designs are still on hand and will be published in succeeding issues of the News Letter. Those who submitted them are asked to be patient a little longer.

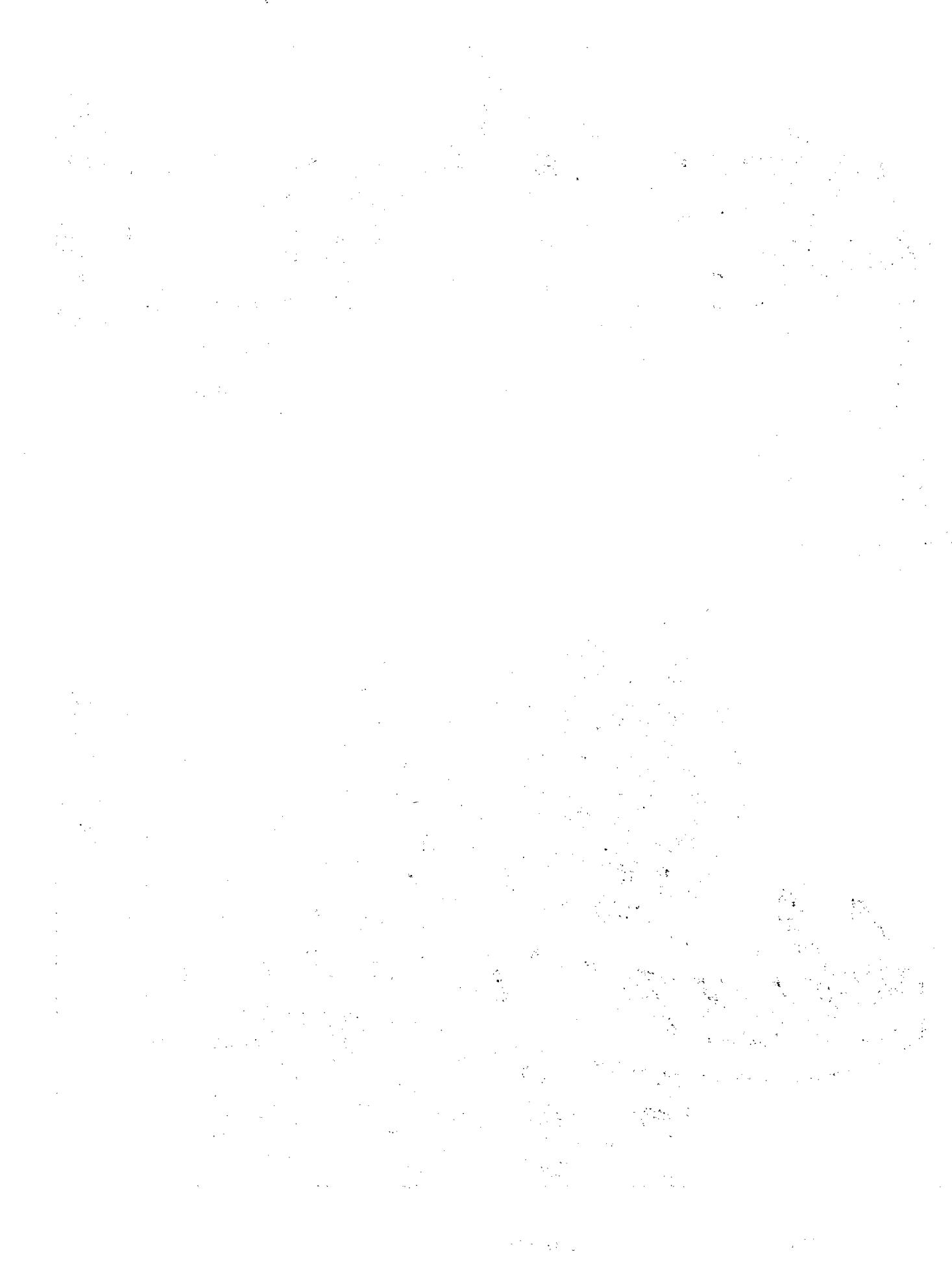
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The Air Line News Letter



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Intelligence Division
Air Corps

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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Extended Flights From Panama

Colonel Oldfield's Flight to Lima, Peru

Two B-18A Bombers, under the command of Colonel Charles B. Oldfield, Air Corps, Executive Officer of 19th Bombardment Wing, left Albrook Field on Monday, January 13, for Lima, Peru. Other personnel participating in the flight included Captain William R. Robertson, Jr., 1st Lieut. John D. Moorman, 2nd Lieuts. Marshall P. Camp, Robert W. Burns, and Kenneth O. Tindall, Staff Sgts. Robert V. Wheeler, John E. Morgan, Melvin R. Hursey, and Pvt. 1st Cl. Herman T. Claxton, Air Corps.

Major Carlos Minano and Captain Victor M. Arce, of the Peruvian Army, passengers on the flight, were returning to Peru after studying air defense and training methods on the Isthmus.

The flight proceeded direct to Talara, Peru, where the personnel remained the first night as guests of Mr. Ebbets, General Manager of the International Petroleum Company, Ltd. In the bay at Talara were two Peruvian battleships and two destroyers on their annual cruise.

Colonel Oldfield and Captain Robertson were invited aboard the Peruvian Flagship, the ALMIRANTE GRAU, and were met by Comandante Bravo, Chief of Staff of the Peruvian Navy; Comandante Alzomora, Captain of the ALMIRANTE GRAU; and several other officers. The feelings expressed by the Peruvian officers clearly evidenced their friendliness.

On the second day, the flight proceeded to Lima, where the personnel remained two days. They enjoyed the South American city and indulged in the purchase of Llama and Alpaca rugs and other souvenirs. Mr. Henry R. Norweb, American Ambassador to Peru, entertained the officers at a party at the Embassy.

On Thursday, the 16th, the flight departed from Lima for Talara. Accompanying the flight were Captain Mariano Melgar, of the Submarine Division of the Peruvian Navy, and

Captains Guillermo Alegre and Enrique Bernales, of the Peruvian Army Air Corps. The mission of these officers was to study training methods at various stations in the Panama Canal Zone.

At Talara, Colonel Oldfield and Captain Robertson were again house guests of Mr. Ebbets. A fellow house guest was Captain Melgar, of the Peruvian Navy. In the afternoon, Colonel Oldfield and Captain Robertson were taken on an inspection of the petroleum company's installations by Mr. Norcutt, General Manager of the extensive Talara oil fields. In the evening, Mr. Ebbets gave a large dinner party.

On Friday, January 17, the Bombers flew from Talara to Albrook Field. The flight totalled over 25 hours' flying time, over a distance of 3,000 miles. Not a single mishap occurred and ideal flying conditions were reported.

Major Bump Flies to Havana

To Havana and return was the flight mission accomplished in mid-January by Major Arthur L. Bump, Commanding Officer of the 16th Pursuit Group. Major Leslie D. Carter, G.S.C., G-2 of the Panama Canal Department General Staff, accompanied the flight.

The two B-18A's utilized on this mission were flown to Caripito, Venezuela; then after two days at the Cuban capital, from January 15 to 17, the return flight to Panama was via Port-au-Prince, Haiti; to Borinquen Field, and La Guaira, Venezuela.

Members of the crew, in addition to Major Bump, were Captain Clarence M. Sartain, 2nd Lieuts. Charles W. Bogan, Paul D. Wood, Staff Sgt. Lionel C. Huppe and Sgt. Clifford L. Nienhaus, 6th Bombardment Group; Lieut. Archibald W. Moore, 16th Pursuit Group; 2nd Lieut. Vernon A. Rux, 9th Bombardment Group; Staff Sgt. John C. Blakemore and Cpl. Paul J. Hopson, 74th Bombardment Squadron.

Training Flight Through Central America

At three o'clock on Sunday afternoon, January 12, 1941, a flight of two B-18-A airplanes, led by Captain Charles F. Born, Air Corps, Commanding Officer of the 5th Bombardment Squadron (H), based at Rio Hato, Panama, took off from that base for Albrook Field, C.Z., preparatory to leaving the following morning on a routine training flight through Central America. The crew of Captain Born's airplane included 2nd Lieut. Augustus J. Allen, co-pilot; Staff Sgt. Larry G. Sanchez, Engineer; and Sgt. Theodore L. Shikiv, radio operator. The second airplane was piloted by 1st Lieut. Huntington K. Gilbert with 2nd Lieut. Jack N. Adams as co-pilot; Staff Sgts. Ernest E. Zorn, Engineer, and Ernest R. Iocca, radio operator. All of the personnel are members of the 9th Bombardment Group. The two planes landed at Albrook Field at 3:45 P.M.

On Monday morning at 7:30, the two planes cleared Albrook Field and set out on a course for San Jose, Costa Rica, via David, Panama. Passengers in Captain Born's airplane were Major General Sanderford Jarman, Commanding General of the Panama Coast Artillery Command, and Captain Wilbur M. Skidmore, Coast Artillery, his aide. Two passengers in Lieut. Gilbert's airplane were Lt. Colonel Paul L. Singer and Captain Phillip W. Merrill, Infantry.

After climbing to 6,000 feet, the two planes settled back to cruising speed and in about an hour David was sighted ahead. A short while later, the beautiful San Jose airport was sighted, and after circling it, the two planes landed. This modern, up-to-date airport was recently renovated and enlarged in order to accommodate the larger types of airplanes now being used by Pan-American and Taca Airways. It is at an elevation of 3800 feet, and is surfaced with natural sod, thus making it an extremely attractive airport. General Jarman and the other officers were welcomed by Colonel Pate, the Military Attaché, and several Costa Rican Army Officers, who saw to it that their every wish was fulfilled. After a short inspection of the airport buildings, including the maintenance and repair shops, the two planes again took off and this time set out on a course for San Salvador. The most impressive sight on this leg of the trip, aside from the ever towering mountains, was the view of Volcan Telica, an active volcano, located about fifty miles northwest of Managua, Nicaragua. This volcano while not actually erupting great quantities of lava, constantly emits a large cloud of brown smoke, and to a person who has not witnessed a volcano in action, the sight is striking, indeed.

The city of San Salvador, capital of El Salvador, is situated between two large mountains, and the airport is several miles east of the city. The terrain about the city and airport is extremely hilly, and forms a plateau overlooking a small mountain lake whose banks rise almost vertically on all sides. The airport itself is a smooth, natural sod field, free from obstructions. After circling the field, the two planes landed at 3:25 P.M., and were met by Major Marsh, the Military Attaché to El Salvador, who, on behalf of the American Minister to El Salvador (Mr. Frazier), extended an invitation to General Jarman and the other officers to attend a reception at 6:00 P.M. that evening.

Arrangements had been made for rooms for the officers and men at a hotel in town, and transportation was waiting. Such courtesy on the part of the Military Attaché should be commended, and certainly it was greatly appreciated by all members of the flight. The reception at the American Legation was enjoyed immensely by every officer, since it afforded them a splendid opportunity to meet and talk with people of El Salvador, thus giving them a better understanding of the country and its customs.

On Tuesday morning at 9:30, the flight departed from San Salvador and headed for Guatemala City, the capital of Guatemala. The course was not a direct one, but followed the coast line up to a point southwest of the city and from there through a truly magnificent pass to the airport, which is located south of the city at an altitude of 4600 feet, and are very often capped with white cumulus clouds, thus adding greatly to their scenic beauty.

In the afternoon, Captain Born, representing the personnel of the flight, paid the usual courtesy call on the American Minister, Mr. Cabot, and in the evening, the officers were guests of Mr. Williamson, the Consul General to Guatemala. Again, the cordiality and warmth with which the officers were received was very evident to all concerned, and it was with much regret that we contemplated leaving Guatemala City the following morning. To the visitor who is making his first trip to Guatemala, perhaps the most impressive aspect at first glance is the cleanliness and neatness of this famous city. The native market is a place never to be forgotten by the curio seeker and shopper, for there one can buy all the native products of Guatemala.

At eleven o'clock, Wednesday morning, the two planes cleared the airport at Guatemala and, after the short flight through the pass to the coast, took up a direct course to Managua, Nicaragua. The cruising altitude of sixty-five hundred feet on this leg put them above a layer of scattered clouds, but

visibility was unlimited and there was no indication of encountering any unfavorable weather at any point along the route.

Managua is located on the southern edge of Lake Managua, at the southeastern extremity of a chain of volcanic peaks, the most famous being Volcan Momotombo. Several years ago, this volcano blew off its entire top, and at present is pouring out smoke, but this is not considered dangerous by nearby residents. The Central American volcanos which are considered dangerous are those which have given no outward signs of activity for a considerable length of time, for it is feared that they are building up pressure inside and, since there is no means of escape for this pressure, they must some day erupt rather violently, as did Momotombo.

Colonel Mullen, the United States Army advisor to the Nicaraguan Military Academy, and Mr. Baldwin, Secretary at the American Legation in Nicaragua, were at the airport to greet General Jarman and the other officers upon their arrival at Managua. Reservations had been made for the officers and the enlisted men at the Grand Hotel. At 5:00 P.M., General Jarman, accompanied by Colonel Mullen and the other officers of the flight, reviewed the Cadets of the Nicaraguan Academy, and expressed their amazement at the rapid progress of this Academy during the past eleven months.

On Wednesday evening, the officers were guests of Mr. Nicholson, the American Minister at a dinner party in their honor, and which, needless to say, was deeply appreciated. Thursday was spent in and about Managua attending to official business. In the evening, the officers were again dinner guests, this time of Colonel Mullen, whose work in developing and supervising the Nicaraguan Military Academy cannot be too highly praised.

Their course out of Managua on Friday morning followed the coast line down to David, Panama. This leg of the flight was uneventful save for a few stretches which were overcast. However, at no time was it impossible to see the ground, the clear Central American air being entirely free of dust and haze, thus permitting unlimited visibility in all directions. The airport at David is natural sod surface, 7,000 feet long and is a regular stop for all airlines operating in Central America. The flight paused there long enough to refuel, and then the two planes took off separately, Captain Born returning to Albrook Field to discharge his passengers-General Jarman, Lieut. Col. Singer, and Captain Skidmore-and Lieut. Gilbert pro-

ceeding to France Field to discharge Captain Merrill. Both planes returned to Rio Hato at 5:00 P.M., January 17, thus completing a trip long to be remembered.

Caribbean Inspection Flight
of General Andrews

In order to obtain a first-hand picture of the Air Force situation in the area of the recently announced Caribbean Defense Command, Major General Frank M. Andrews, Commanding General of the Panama Canal Department Air Force, made a flight from the Canal Zone to important points around the Caribbean. The flight, which covered about 6,000 miles, was made during the period January 19-25, inclusive. Accompanying General Andrews were Lieut. Colonel Francis M. Brady, Acting Chief of Staff, P.C.D. Air Force; Lieuts. H. S. Williams, Jr., A.D.C.; J. K. Hester and John H. Carter. The flight was made in two B-18A airplanes.

The following points were visited during the inspection trip: Maracaibo, La Guaria, Caracas and Caripito in Venezuela; San Juan and Forinque Field in Puerto Rico; Jamaica and Trinidad. The landings in Jamaica and Trinidad were made at the new Royal Air Force airdromes, at Kingston and Piarco, respectively.

At Trinidad and Jamaica, General Andrews and his Staff visited the proposed sites of the U. S. Army Air Corps bases and auxiliary fields. Preliminary work on these sites has already been started by the officers from the Corps of Engineers detailed to handle these construction projects.

Upon his return from this inspection trip, General Andrews, in an interview with representatives of the press, stressed the value of the proposed Caribbean Defense Command in our hemispheric defense scheme.

ADDITIONAL CONSTRUCTION AT ELLINGTON FIELD

The War Department recently authorized additional facilities at Ellington Field, Houston, Texas, at an estimated cost of \$156,500. This is necessitated by an increase in officer and enlisted personnel since other construction work was started, namely, 3 barracks, 2 day rooms, 2 mess halls, officers' quarters, supply room, 2 administration buildings, 2 operations buildings, 2 infirmaries, flight surgeon unit, warehouse, utilities and telephone construction. The strength of the garrison eventually will be about 4,100 men.

Self-Sealing Aircraft Fuel Tanks

Of the many types of self-sealing gasoline tanks tested at the Materiel Division, Wright Field, Dayton, Ohio, only those which seal instantly after being riddled by machine guns are approved for use in Army Air Corps airplanes.

In modern combat the airplane fuel tank is one of its most vulnerable parts and the problem of providing adequate protection has never been completely solved. For over 20 years, and particularly during the past year, new and better types of self-sealing tanks have been developed, but the calibers and penetrating powers of aircraft guns catch up with and pass the protective powers of the tanks, and the see-saw race is on again.

let-proof, absorbs gunfire without losing precious fuel through bullet holes. They accomplished this compromise not by changing the tank design in any way but by inserting an adequate lining.

Many kinds of materials in various combinations are used inside the metal gas tank to make it self-sealing. Essentially this material must be strong enough to resist bulging through bullet holes, must be insoluble in gasoline, incapable of being shattered into debris which would color the fuel lines, and swell with sufficient rapidity upon being pierced to form a positive sealing element, closing the holes and preventing loss of gasoline. It must be capable of sealing instantly single and multiple holes made by bursts from both light and heavy machine guns.

A machine gun slug usually makes a clean entry hole. After the first impact it often goes further and rips a jagged hole three inches or more in diameter in the far side of the tank. If any gas escapes, a highly undesirable fire hazard is created and the sealing element is proved inadequate. Nor is any element suitable which fails to seal rapidly at subzero temperatures.

Stated conservatively, self-sealing tanks do not assure absolute protection against all shots. They do, however, reduce the hazard of all shots and are effective in accomplishing complete sealing to a very high percentage. Self-sealing tanks have been

improved more in the past year than in all the preceding twenty years combined, but to offset that fact greater use of heavier guns in aircraft can be consistently expected. Specialized Air Corps engineers and chemical engineers of the major rubber companies are, therefore, continuing research and development work on an intensive schedule.

At Wright Field, new types of self-sealing materials are subjected to a series of tests. Vibration and sloshing tests prove whether the tank assembly is rugged enough to withstand the stresses of military service. Gum extraction tests reveal whether or not the sealing materials contaminate aviation gasoline in any way.

Small models are fabricated from the various materials; the models are filled with gasoline

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A self-sealing tank riddled with machine gun slugs. The clean holes on the right were made by entering bullets. Heavy caliber guns made the big apertures, but not a drop of gasoline escaped.

The obvious solution of building gasoline tanks out of armor sufficiently heavy to stop bullets from the largest aircraft guns is automatically ruled out. The weight would require sacrificing an equal weight of gasoline or armament, and shrink the range and striking power of the airplane to the point where it would have little or no military value. Aircraft engineers, therefore, long ago realistically turned to a compromise; a gasoline tank which, while not bul-



Fabricating small models of self-sealing gas tanks from various lining materials.

and subjected to an aging test in which comparative data are secured concerning the length of time in which the lining materials become saturated (the rate of diffusion) and require replacement.

Most spectacular is the gunfire test. Armament and ordnance engineers, whose primary interest is destruction rather than protection in this case, perform the actual firing at point-blank range. There is no coddling.

If the tank survives the singles and bursts of the small guns, they shift over to the big guns, still with no outward show of tenderness. The tank engineer records the effect of each slug and has it photographed. A withering burst from the heavy caliber gun is the payoff. If no leaks appear after this punishment, the tank shows promise, and is ready for the low temperature test.

Finally, the tank is stored in a cold chamber until it is thoroughly chilled to a prescribed temperature below zero. It is then whisked to the gun range and subjected to another barrage of slugs. If the sealing element functions in this frigid condition, it is approved.

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NEW ADVANCED COURSE FOR AERIAL OBSERVERS

An advanced flying school for the training of aerial observers has been established at Brooks Field, Texas, under command of Major Stanton T. Smith, Air Corps. This course is open to junior officers of company grade of all arms and services and a small number of field officers.

The initial class for the ten weeks' instruction period will open about March 22, 1941, with a small number of officer-students. A class of 100 new students will

enter training every five weeks thereafter. Courses of instruction will include ground school, day and night navigation; day, night and photographic reconnaissance, artillery adjustment of fire, and Infantry and Cavalry missions.

Upon graduation, officers will be rated as aerial observers and returned to their ground units. They will be available for assignment to an Observation Squadron upon the recommendation of their Army Commander.

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FLIGHT CLOTHING FOR ALASKAN TEMPERATURES

The Equipment Laboratory of the Materiel Division at Wright Field, in a continuous quest for the improvement of low temperature flying clothing, is developing both heated and unheated gear to meet varying requirements in temperature as low as -60 deg. F.

Electrically heated units, fabricated from improved material now available, have the inherent advantage of light weight and lack of bulk. In high altitude flights in the temperate zone, this compactness allows greater freedom of movement than the bulkier, unheated suits, and is particularly desirable for a Pursuit pilot wedged in a small cockpit.

One type uses a coiled wire heating element. Another type eliminates 95% of the wire in a carbon impregnated material which conducts current through the material itself. Plugged into the electrical system and controlled by

rheostat, the heated suits are worn as underwear beneath light flying clothes or a coverall. Heated gloves and shoes used with the suits provide adequate warmth in an unheated cabin, even though the outside temperature may be as low as -60 deg. F. Since the cabin is unheated, it has been found that fogging or frosting of the windshield is automatically eliminated.

In Arctic regions, where flying clothing must give protection both inside the airplane and while walking outside, away from an electrical outlet, unheated suits are more or less mandatory. Experimental testing of unheated suits made of various types of insulating materials, such as furs, shearlings or quilted down, is continuing at the Alaskan fields simultaneously with the present development of heated suits at Wright Field.

ENGINE CHANGE RECORDS? HERE'S A REAL ONE!

(Two of the three training fields in the San Antonio area have been at each other's throats for several months now, battling for the mythical "world's record" for engine change. Randolph Field has it one day, Kelly Field holds it the next. Brooks Field has been sitting back watching the faray and saying little. Here is their version of the conflict as envisioned by the Randolph Field Correspondent.)

I have been sitting back these past few years listening to these youngsters quibble and squabble over changing engines in record time. One outfit beats another by five minutes and then they all set down and crow while a perfectly good airplane is parked at a gas pit a half a day waiting for somebody to gas it up.

These new modern fancy stream-line cowlings come all equipped with a zipper, like on the front of a pair of Esquire breeches, so it is no trick at all to open up the engine. The new mounts have four bolts holding the engine onto what used to be called the fire-wall and I'll be danged if I see where it takes a whole crew over an hour to take out four bolts. Of course there are a few wires here and there but with these new fangled easy-way connectors, you only have to hit 'em with your hand to knock 'em loose. It takes only five men, so they say, to do the job, but it looks like they'd be getting in the way of each other.

I can remember when we made routine changes of Liberties in DH's in somewhere in the neighborhood of three hours or so, including all the time it took for the water to dribble out of the radiator. And also including the time it took to peel off, with your teeth, the hunks of skin scraped up on everybody's knuckles, to say nothing about the time we wasted looking for some guy that crawled in around the engine to loosen some bolt the engineers had drawn in on a blueprint by mistake. There weren't many instruments on the dash-board in those days, but there was plenty of wires and pipes and tubing, etc., that ran somewhere to something all right. And each one was fastened down with both nails and bolts, too. None of these fancy free-floating gadgets in those days. We never kept time records in the old days, because we only had a few men and we all had work to do and couldn't spare anybody to sit around and watch the clock like they do nowadays.

Well, to get back to my story, we had a DH forced down with a busted conn-rod, so we loaded a spare engine in a Fokker

and was merrily on our way. We had to cross a mountain range and was circling to gain altitude before we crossed over and it was lucky for us we had gained altitude, too, because we needed it for the job we was about to do. The center engine suddenly let go with a wham and there we was with a bum engine in the nose and a good one tucked neatly in behind. Well, I 'spose you've guessed it. Yen, we did just exactly that. We unlocked the bum engine (this was done from the inside of the nose without climbing outside of course, because that would sound ridiculous) and swung it aside temporarily. Then we swung the new engine out the cabin door on a cable and hauled it up to the nose by passing the cable through the pilot's front windshield. And, believe it or not, the bolt holes lined up perfectly the first try and then right quick we bolted her down, started her up, and kept right on going. Then the hard part of the job began. We hauled in that bum engine and set to work on her and by the time the pilot landed we had that engine fixed up and tested ready to install in the DH.

Now, some smart aleck will probably say that a Fokker had an air-cooled engine and a DH had a water-cooled Liberty. Well, I must admit we didn't have no water on board but do you know what we filled that Liberty radiator with? Sweat, my friends, just sweat.

Signed .."Something to Shoot at."

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NEW RECORD SET FOR CHANGING "HORSES"

In the days of the Pony Express, a dust-covered rider could change horses almost in the wink of an eye, but changing 450-horsepower engines in a plane is a different problem. A crew of expert mechanics at Randolph Field, Texas, recently set a record for switching motors when, within an hour and 14 minutes after a basic training plane landed, they removed the worn out motor, installed a new power plant, tested it for a mandatory 30 minutes on the ground, and then sent it aloft for final test flights. Actual change time from "switch off" on the old motor to "contact" on the new was 44 minutes. Members of the 46th School Squadron engineering department who set the new record were Staff Sgts. C. A. Jaronek, and Fritz F. Kruse; Sgts. Jack C. Regan and Ausie D. Perkins; Cpl. William E. Dawson; and Pvt. Oscar E. Prince. The previous record, set at Kelly Field, was one hour and 20 minutes from landing to take off.

FATE PLAYS STRANGE TRICKS

Of increasing interest and mild speculation is the fate which has befallen the only four officers assigned the Hawaiian Air Force at Wheeler Field, T.H., from class 39C. Three of these officers, Lieuts. H.A. Hanes, M.A. Moore and G.L. Wertenbaker fly P-36's in the 78th Pursuit Squadron, while Lieut. R.E. Stone flies an O-47 in the 86th Observation Squadron.

In February, 1940, Lieut. Stone was forced to leave an A-12 during a review just south of Wheeler Field, due to a flare accidentally discharged from the rear cockpit by his crew chief. On March 4, 1940, Lieut. M.A. Moore, who was participating in an 18th Pursuit Group "Aloha" flight over Pearl Harbor, had the misfortune to lose the tail surfaces of his P-26 following a collision with Lieut. W. Rector, whose present assignment is with a Bombardment Squadron at Hickam Field, T.H. Lieut. Moore "bailed out" and landed safely (as did Lieutenant W. Rector) in knee deep water in a marsh adjacent to Pearl Harbor. On January 6, 1941, Lieut. Hanes, in a fateful accident which resulted in the death of Lieut. J.J. Weigel, of class 40D, maintained the tradition of 39C, in Hawaii, and made a successful leap to safety.

This brings us to the status of Lieut. Wertenbaker, who to date is the only member of class 39C in Hawaii who has not had to use his parachute. The officers and enlisted men of the 73rd sincerely hope he will not find himself in the same predicament which has befallen his three classmates.

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CADETS GRADUATE AS AERIAL NAVIGATORS

Completing a 12-weeks' course in dead reckoning and celestial navigation on February 1st, 21 Cadets constituted the first class to be graduated at Barksdale Field, La., since its conversion into an Advanced Flying School. These Cadets who are not pilots, but navigators, were presented diplomas by Brigadier General Davenport Johnson, Assistant to the Chief of the Air Corps. Also present for the exercises, held in the Barksdale Field Theater, was Brigadier General Walter R. Weaver, commanding the Southeast Air Corps Training Center at Maxwell Field, Ala.; Colonel Charles T. Phillips, Commanding Officer of Barksdale Field, and Major Carl B. McDaniel, Assistant Commandant.

In addition to navigation, bombardiers and pilots of two-motored Bombing planes

are trained at Barksdale Field. Major Norris B. Harbold is the Director and Captain John W. Egan, the Senior Instructor of the Advanced Flying School.

Members of the graduating class were Wm. S. Ammerman, Glenn H. Brows, Philip G. Cobb, Horace E. Crouch, Robert O. Dirksen, Mark O. Glasgow, Noland A. Herndon, Frank A. Kappeler, Robert N. Kessler, Edwin L. Kronfeld, Chase J. Nielson, Charles J. Ozuk, Eldine F. Perrin, Henry A. Potter, Wm. R. Pound, Jr., Wm. J. Ragsdale (Cadet Captain), Joseph A. Rawls, Raymond O. Sandbert, Robert L. Tennies, Carl R. Wilder and Frank W. Upton.

Members of the next navigation class, scheduled to begin instruction immediately following the graduation of the first class, are listed below, viz:

Herbert J. Moncrief, Jr.	Cupertino, Calif.
Richard N. Heller	Los Angeles, Calif.
Frederick R. Jenks, Hartford, Conn.	Hartford, Conn.
Harvin Fair	New Haven, Conn.
Robert D. Newcomb	Mt. Sterling, Iowa
Glen A. Portt	Mayville, Mich.
Jarvis B. Pritchard	Thief River Falls, Minn.
Knox M. Oakley	Starkville, Miss.
Xavier J. Monasta	Manchester, N.H.
John F. Hastings	Kinderhook, N.Y.
Lester C. Laufalm	New York, N.Y.
Thomas J. Garrett	Troy, N.Y.
George W. Thorpe	Rocky Mount, N.C.
Marion D. Jones, Jr.	Memphis, Tenn.
Waldo B. Fletcher, Jr.	Abilene, Texas
Berl Robinson	Ennis, Texas
Forrest W. Swartz	Katy, Texas
J. B. Beams	Victoria, Texas
LeRoy H. Benzel	Watertown, Wisc.

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AN ODE TO THE NEW FORM ONE

Flying Cadet:	"Sir, I can't remember my serial number."
Flight C.O.:	"Now, that is awfully dumb, isn't it?"
Flying Cadet:	"Not exactly, Sir; you see, I think that I have it mixed up with my rifle number."
Flight C.O.:	"Well, that's easy to straighten out. Tell me your rifle and serial number, and I will tell you which is which."
Flying Cadet:	"Sir, I don't remember my rifle number."
Flight C.O.:	"Then you must know your serial number."
Flying Cadet:	"Well, Sir; I don't remember that either."

---oo---

ADD RANDOLPH FIELD FLYING CADET SLANG

In the Tub.....In the process of being washed out.
"Get on the Line".....Follow the straight and narrow.

---oo---

Colonel Fred H. Coleman, Air Corps, is being placed on the retired list, effective March 31, 1941..

AN OPEN LETTER

The following was submitted by the Randolph Field correspondent:-

Letters to the Editors usually are anything but letters in the true sense of the word. Admittedly they follow the usual form of having a salutation at the opening and a "Yours truly" on the end. That's about all.

The letter quoted below was written by a Flying Cadet at Randolph Field to a very close and very dear civilian friend, and speaks for itself, viz:

"Dear:

After ten weeks of primary training in Ontario, California, at one of the civilian flying schools the Army is using during the expansion program, I have at last arrived at Randolph Field. Although we received a fairly rigorous disciplinary "processing" at Ontario and sprouted wings of a sort, I had no idea at all what real military life or real military flying amounted to until after my first two weeks here at the "West Point of the Air."

A man's first week in the Army--the transitional period between the freedom of civilian life and the discipline of the Army--is, I believe, the most miserable of his life. Mine was no exception. By the end of my first week here I was ready, along with my classmates, to hang a sign on the gate to Randolph Field: "Those who enter here, abandon all hope." As we began to realize, however, that our officers are here to protect, not to persecute us, we fell into the game, began to enjoy life again, and now would not exchange places with anyone.

The end of our second week brought our first taste of Army social life at a tea-dance in the Flying Cadet Club, to which the local debutantes and girls from the nearby colleges were invited. It was the nicest affair of its kind I have ever attended, and, incidentally, the rumors of the beauty and charm of the Texas women are well founded.

Flying, of course, is the thing to which we look forward every day. The planes we fly are new, fast, smooth, and powerful. Our instructors are for the most part, rather young. A number of us find ourselves in the anomalous situation of being instructed by men younger than ourselves. An air of informality prevails on the flying line, and we have a chance to relax from the strict military discipline which is in order most of the time.

Ground school grows a little tiring at times, but is really more interesting than we ever admit. Meteorology and navigation are the "stop" courses here. Almost everyone takes the rest

of the courses--engines, military law and code--in stride, although the latter is occasionally the reason for a week end confinement.

One thing I wish you could see--that is the honor system at Randolph. Different from any I have seen before, this one works. A man's word here is his bond; it is never questioned. I have seen men go into examinations unprepared and face confinement or even elimination, and never think of cheating. I have never seen anything like that in college or anywhere else. It is refreshing.

I doubt if you could find a group of men anywhere as eager, bright, and healthy as here. It seems almost everyone is an ex-college athlete, many of them famous. We keep in good condition with drill or athletics every day; and the food--I have never eaten meals so consistently good as at Randolph.

After war broke out in Europe and military expansion got under way in the United States, I was not a little apprehensive lest in militarization we destroy the very liberties we sought to protect. After three months in the Air Corps I can say honestly that, while I believe the discipline here is as rigid and severe as any in the world today, I have never once lost the feeling that I am in an army of free men. I only hope that in this world gone crazy, the people of this country never lose sight of the values they cherish, that they do not themselves destroy from within through prejudice and intolerance, those things they are determined to protect by arms from without.

Your sincere friend,

.....
—oo—

A RECORD FOR FLYING TIME

An all-time record for flying time was set at Randolph Field, Texas, during January, 1941, when training planes at that field flew 27,807 hours in connection with the expanding pilot training program of the Air Corps.

This almost astronomical figure far surpasses the former record of 21,000 hours set last summer.

Broken down into comparisons more easily understood, Randolph Field planes flew 3,915,000 miles, a distance equal to 156 trips around the world at the equator during the 30-day period, or three round-the-globe flights daily. In training at the Texas Airdrome is a total of 850 Flying Cadets, each of them accumulating 70 hours aloft in the ten-week basic training course.

(Continued on 9)

AUXILIARY POWER PLANT DEVELOPMENT

By the Materiel Division Correspondent

Engineers of the Materiel Division, Wright Field, have for several years been active in the development of an auxiliary power plant for airplanes, the operating of whose complicated equipment furnished a drain of power on the main power plant. The original conception of the auxiliary power plant was a small gasoline engine to be used as the primary source of power for driving the many accessories of constantly increasing size and weight, and to permit a more desirable and efficient location of these accessories. Such a power plant also possessed the additional advantage of providing power for ground checking of instruments and accessories when the main engine, hence the generator mounted thereon, would not be operating.

The first attempt at providing an auxiliary power plant system was in the XB-15 airplane. In this installation two such units were used, each of which drove an 800-cycle, single-phase alternator and a 12-volt direct current generator through gearing in the rear of the accessory power plant engine. Each engine was capable of producing 30 brake horsepower. The total rated electrical output was 6-1/2 kilowatts, although greater outputs could be provided for short periods of time. These power plants were rather heavy, weighing approximately 250 pounds each, and several gear failures were experienced in the generator drives.

A 24-volt direct current power plant was also tried with moderate success. These units drove only a direct current generator which in most cases was splined to the end of the crankshaft of a 2-cylinder air-cooled gasoline engine. They were intended chiefly for use in twin-engine Bombers or Fighters as the primary source of electrical power in the airplane. Each unit weighed 150 to 175 pounds and provided 7-1/2 kilowatts for five minutes, or 5 kilowatts continuously. The engine output was approximately 15 brake horsepower.

Several developments, however, have modified the application of accessory power plants. First, operating altitudes of airplanes have increased to between 20,000 and 40,000 feet. This means that either the accessory power plant engine must be supercharged from the main engine exhaust-driven supercharger or, in the case of airplanes not equipped with exhaust-driven superchargers, the accessory engine must provide its own supercharger if power for driving accessories is to be maintained at altitudes. The latter alternative is not practical or efficient for a small engine at such

high altitudes.

Secondly, engine-driven generator development has, in the meantime, progressed to the point where eight times the previous electrical output can now be furnished with no increase in generator weight. A six-kilowatt, engine-driven generator, weighing 27 pounds, can now be obtained, which serves as a better, lighter weight, and more efficient source of power than the accessory power plant can hope to provide.

Future development of the accessory power plant, therefore, has taken on the following aspect: At present it is normal practice to provide one storage battery per main engine (75 pounds per battery) and these batteries are used for ground power, starting main engines, and testing instruments and accessories. Under heavy load, these batteries will be good only for approximately 10 minutes, and that at low voltage. For instance, four batteries (300 pounds) in a 4-engine bomber would produce 200 amperes at 18 volts, 3.6 kilowatts, for approximately 11 minutes.

The Air Corps Type D-2 Accessory Power Plant, now under development, will weigh approximately 100 pounds, complete, with fuel and oil for one hour's running, and will produce continuously 175 amperes at 28-1/2 volts, 5 kilowatts, and 7-1/2 kilowatts intermittently for five minutes. This type unit, then, would supplant batteries, thereby reducing weight on multi-engine airplanes, would provide continuous power for starting main engines and for testing accessories and instruments on the ground and, while not normally used in flight, would provide an emergency source of power in flight in case of main engine or main engine generator failures.

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A record for Flying Time (From Page 8)

Additional plane test time, plus certain administrative flights, all bring the total airplane hours for the month to the 27,000-hour mark.

About 300 low-wing monoplanes are assigned to the "West Point of the Air." Thus, each one of them spends at least 90 hours per month in the air.

The 52nd School Squadron led the four Randolph Field squadrons in flying time for the month with a total of 7,377 hours, 10 minutes. In second place was the 46th School Squadron, whose planes flew 7,288 hours, 15 minutes. In third and fourth places were the 47th School Squadron with 6,310 hours, 55 minutes, and the 53rd School Squadron with 6,167 hours, 25 minutes. The Base Flight flew 663:35 hrs.

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FLYING TRAINING ACTIVITIES

Advanced Flying School, Kelly Field, Tex. Of interest is the first graduation of 1941 of 260 Cadets on February 7, 1941. The class was composed of 195 cadets and student officer from Kelly Field and 69 from Brooks Field. The exercises were streamlined in step with the modern tempo in defense activities, and were unusual in the respect that they constituted a joint affair, with Kelly Field sharing honors with Brooks Field which, by a War Department Order, became a separate Advanced Flying Training School on January 1, 1941. Colonel H.R. Harmon, Commandant of Kelly Field, and Major Stanton T. Smith, Commandant of Brooks Field, were the principal speakers. Out of 259 Flying Cadets and one student officer, 131 were recommended as instructors.

A class of 350 Flying Cadets were to be transferred from the Basic Flying School, Randolph Field, to the Advanced Flying Schools at Kelly and Brooks Fields

Cal-Aero Academy, California.

Although the Air Corps Training Detachment at Glendale, Calif., has been in existence since July, 1939, its officers, Flying Cadets, enlisted men, and instructors, got together in a single group for the first time on February 1st. The occasion of the long-delayed meeting was the taking of an official photograph of the more than 750 men. Because the detachment comprises Flying Cadets in primary training at Cal-Aero Academy, and enlisted men who are being trained as future Air Corps mechanics by Curtiss-Wright Technical Institute, as well as Flying Cadets studying meteorology at two southern California colleges, there previously had been no occasion to assemble all the men.

Despite California's recent unprecedented long deluge of rain, the Air Corps Training Detachment at Cal-Aero Academy's Oxnard Field achieved a notable record when they were able to report being slightly ahead of flying schedule a week before the graduation of Class 41-E.

Although everyone concerned had expected the cadets to emerge from the storms several hours behind schedule, Capt. L.S. Harris, commanding officer, and Lt. William Clark, Cal-Aero's chief instructor, by strenuous efforts not only brought the cadets through on time, but actually a few hours ahead of schedule.

Graduation of 41-E at Cal-Aero Academy's Ontario training center was marked by a formal battalion review, followed

by a military ball in the large cadet messhall. Co-eds at the University of California at Los Angeles, were the students' guests.

In deference to First Captain, Flying Cadet Don E. Brown, his noted father, Joe E. Brown, screen star, and other film luminaries attended.

Plans for a notable graduation ceremony of Class 41-F at Cal-Aero Academy's training center at Ontario, Calif., being formulated in honor of the largest graduating class from primary training in the history of the Air Corps.

Honoring the Cadets, who will present a full battalion review during the afternoon of Saturday, March 8th, will be the band, R.O.T.C. unit, and national champion Glee Club of nearby Pomona College.

Addresses by at least two General officers, stationed in the vicinity, are to be a feature of the ceremonies, and the guests will be young men of Pomona College, and five nearby junior colleges.

It is expected that the ceremonies will impress upon the hundreds of young men attending them the advantages offered by the Air Corps.

Moffett Field, California.

As reported in the previous issue of the News Letter, unfavorable weather conditions at the Basic Flying School at Moffett Field, Calif., necessitated the transfer of the Flying Cadets of Class 41-C to the Kern County Airport at Bakersfield, Calif., where the weather is more suitable for continuous flying operations. This class completed the balance of its basic flying course at Bakersfield and returned on February 7th to Moffett Field preparatory to proceeding to the Advanced Flying School at Stockton, Calif., to begin the third or last phase of its training. The class was accompanied by the 79th School Squadron, commanded by Capt. L.O. Brown, which was in charge of the maintenance of the training planes at the Bakersfield base.

On February 8th, Class 41-D, whose training at Moffett Field had also been delayed because of inclement weather, proceeded to Bakersfield, the 78th School Squadron, under Capt. S.V. Cheyney, accompanying it to take care of airplane maintenance.

Class 41-C, at present numbering 128, lost one of its members, Flying Cadet Robert E. Baylis, 25, who was killed the last of January in a crash near

(Continued on page 11)

AT-7 AND C-45A PLANES UNDERGOING TESTS

The War Department recently announced that the AT-7, an all-metal low-wing training monoplane, manufactured by the Beech Airplane Company, Wichita, Kansas, is undergoing Army Air Corps tests at Wright Field, Dayton, Ohio.

The airplane has a wing span of 47 feet, 7 inches, a length of 34 feet, 2 inches, and a gross weight of 7,850 pounds. Two Pratt and Whitney 9-cylinder 450 horsepower engines provide power for propellers 8 feet, 3 inches in diameter. It has a retractable landing gear and twin rudders.

Carrying a crew of five, it is the first airplane procured solely for training student navigators. It is equipped with a chart table, a periodic compass, a stabilized drift sight for each of three students, and a celestial navigation dome for sextant readings.

The C-45A, a light transport manufactured by the same company and which is essentially the same as the AT-7, also is undergoing tests at Wright Field. The C-45A is different in that it is fitted for a crew of two and four passengers. There are removable panels in the floor and cabin door to permit the use of vertical and oblique cameras.

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ACTIVATION OF NEW UNITS AT SAVANNAH AIR BASE

As part of the Air Corps expansion program, the 45th Bombardment Group (L), the 10th Reconnaissance Squadron (L) and the Headquarters and Headquarters Squadron of the 46th Bombardment Group (L), were activated at the Savannah Air Base, Ga., effective January 15, 1941.

Cadres for the above-named organizations were derived from all units of the 3rd Bombardment Group (L), at Savannah, with 150 men appearing on the initial rosters and strength returns of the newly activated squadrons of the 45th Group, viz: Hqrs. and Hqrs. Squadron and the 78th, 79th and 80th Bombardment Squadrons, with the 17th Reconnaissance Squadron (L) as an attached unit. Lieut. Colonel James E. Duke, Jr., was named to command the new Group as well as the Headquarters Squadron, and Captains Harold Q. Huglin, Clinton U. True, 1st Lieut. Frederick J. Sutterlin and Captain Wm. G. Hippo to command the 78th, 79th, 80th and 17th Squadrons, respectively. Tech. Sgt. Jack R. Germaine was named the Sergeant Major of the Group; Staff Sgt. B. B. Barclay, the Personnel Sergeant Major; and Staff Sgts. John T. Tobin, Phil G. Willetts, Thomas

G. Greene and Albert W. Straff the acting First Sergeants.

Captain Kermit D. Stevens assumed command of the 10th Reconnaissance Squadron, which is quartered separately, but is rationed and performs its duties with the 8th, 13th, 90th and Hqrs. Squadrons of the 3rd Bombardment Group, recently transferred from Barksdale Field, La.

Major Guy L. McNeil is the Commanding Officer of the 46th Bombardment Group, as well as the commander of the Headquarters Squadron. Tech. Sgt. Carl M. Swanson is the Group Sergeant Major, and the unit personnel section is functioning with the old parent organization, the Hqrs. Squadron of the 3rd Bombardment Group, under the direction of 1st Lieut. Harry G. Barnes.

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GENERAL KROGSTAD ASSUMES COMMAND OF Langley AIR BASE

Brigadier General Arnold N. Krogstad, Commanding General of the 2nd Bombardment Wing, GHQ Air Force, which position he assumed in 1938, was recently appointed to command the Air Base at Langley Field, Va. The Second Wing, which comprised all Air Corps Groups at Langley Field, Va.; Selfridge Field, Mich., and Mitchel Field, N.Y., was under the recent reorganization redesignated the 2nd Bombardment Wing. The present 2nd Bombardment Wing comprises only the 2nd and 22nd Bombardment Groups and the 18th and 41st Reconnaissance Squadrons, all stationed at Langley Field, Va.

Under the new Air Corps policy, the Wing Commander of a tactical force, those headquarters are located at a base. Thus, to General Krogstad's tactical duties there have been added the administrative duties of the Langley Field Base, one of the largest in the country.

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Flying Training Activities (From p. 10)
Shafter, Calif., 17 miles northwest of Bakersfield, this marking the first fatality since the training program was inaugurated on the West Coast.

Coincident with the transfer of this Class to Stockton, a new class of Flying Cadets, fresh from primary training at the civilian elementary flying schools in Southern California, was scheduled to begin the basic phase of training at Moffett Field.

The Basic Flying School at Moffett Field is under the command of Col. E.B. Lyon, Air Corps.

GENERAL DARGUE VISITS MOFFETT FIELD

During the course of a routine inspection trip covering training centers, schools and aircraft factories, Brig. Gen. H.A. Dargue, Chief of the Inspection Division, Office of the Chief of the Air Corps, visited Moffett Field, Calif., on February 6, and conferred with Brig. Gen. Henry W. Harms, Commanding General of the West Coast Air Corps Training Center. Flying in a B-18A airplane, Gen. Dargue was accompanied by Maj. N.F. Trining, Capt. M.A. Libby, and two enlisted men.

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GROUPS TO GO TO NORTHERN FIELDS

More than 500 Air Corps officers and men, who call Moffett Field their home, are awaiting with considerable anticipation the date of their departure for Alaska, Americas "last frontier," where they will be stationed at Elmendorf Field, at Anchorage and Ladd Field, at Fairbanks.

Some 300 of these men will shortly leave Moffett Field for Fort Mason, San Francisco, where they will be joined by some men out of 275 who completed their courses at Air Corps technical schools, and by personnel of the 18th Pursuit Squadron, and 35th Pursuit Group, formerly stationed at Moffett Field and now at Hamilton Field, Calif.

It was planned for these units to arrive on February 12 at Fort Mason, where they were to board the U.S. Army transport St. Mihiel. Some of the organizations' equipment had already been transported for loading on a north-bound transport or supply ship.

The Moffett Field personnel are members of the 23rd Air Base Group and the 28th Composite Group, under the command of Maj. John L. Davidson and G.W. Titus, respectively.

The ship was scheduled to stop over for a few days at Seattle, Wash., where the contingent was to be joined by the 73rd Medium Bombardment Squadron from McChord Field, Wash., and the 36th Heavy Bombardment Squadron from Lowry Field, Denver, Colo., then to proceed to Seward, Alaska, and from there transferred to the government railroad for the trip to Anchorage and Fairbanks.

A small advance detachment is already stationed at each of the two Alaskan bases. A letter received recently by 1st Sgt. C.E. Snauffeur, 23rd Air Base Group, from Sgt. L.S. Hubbard, of the Advance Group, tells some of the latter's experiences in the new country. Rent

and prices for average commodities are reported to be somewhat higher than "outside," and some difficulty has been experienced in finding suitable quarters for married men. Stating that silk socks and light underwear are of little value, he advises the men coming up to bring heavy woollen clothing. Good hunting, fishing and other winter sports abound.

It is anticipated that the northern fields will be ready for the new Groups by the time they arrive.

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NEW MACHINE DETECTS FLAWS IN METAL

A new machine, which will aid in determining structural faults, thus promoting greater safety in flying operations, was recently installed in the propeller shop at Moffett Field, Calif.

This machine, an electrical device, can detect minute flaws in the metal, not visible on the surface or even under a microscope. Such testing accounts for the small number of failures in Army aircraft.

Capable of handling small pieces as well as large, the device is designed principally for testing propellers. The part to be tested is placed in an electrical field and magnetized, and a fluid, in which is mixed a quantity of iron filings, is sprayed thereon. The electrical current flowing through the metal causes the iron filings to form in patterns and, if there is an infinitesimal flaw in the metal, the filings will form in a line over it. Pieces in which such flaws are found are rejected from further service. The machine is used particularly on parts subjected to strain and vibration during use, such as bearings and propellers.

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36TH GROUP AIR ECHELONS ARRIVE IN PUERTO RICO

The 36th Pursuit Group (Interceptor), comprising Headquarters and Headquarters Squadron, 22nd, 23rd and 32nd Pursuit Squadrons, which arrived, minus pilots and airplanes, at Ponce Air Base, Puerto Rico, on January 6, 1941, via transport from Langley Field, Va., was joined on the 19th of that month by the air echelons of the Group. The airmen, who were warmly welcomed by their comrades who had preceded them to the Puerto Rican Air Base, reported a very interesting and enjoyable experience enroute.

Overnight stops were made at Miami,

V-8762, A.C.

Fla.; Havana and Guantanamo Bay, Cuba; Ciudad Trujillo, Dominican Republic. All airplanes of the Group landed at Borinquen Field, Puerto Rico, on the 18th, and they were ferried to the Ponce Air Base the following day.

Air Corps personnel making the flight were as follows:

22nd Squadron: Maj. Glenn O. Barcus, Lieuts. Ernest H. Beverly, Milton B. Adams, Charles D. Slocumb, Kirkwood Otey, III, Jack G. Milne, Master Sgt. Wm. B. Fox, Tech. Sgts. Arthur Wichert, Robert P. Chew, Staff Sgts. John F. Kohut and Raymond H. Thomas;

23rd Squadron: Lieuts. James B. League, Jr., Wm. L. Curry, Robert D. Hunter, Skidmore N. Garrett, Wm. E. McIntire, Tech. Sgt. L.E. Todd, Staff Sgts. C.H. Brient, Jr., J.H. Johnston, Ray M. Johnson and Marshall Phillips;

32nd Squadron: Capt. Charles A. Harrington, 1st Lieuts. Earl H. Dunham, David L. Lewis, Cecil L. Wells, 2nd Lieut. Alfred J. Ball, Staff Sgts. Oscar L.C. Woodward, James P. Light, John L. Budelic, Dennis T. Garrett and Joseph Reburn.

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BUSINESS CONCERN'S AID U.S. ARMY

With the rapidly expanding activities of the U.S. Army in Latin America, Air Corps personnel are finding the widespread facilities of three great American companies at their service. These three are the Pan American Airways System; the United Fruit Co.; and the Standard Oil of New Jersey subsidiaries, which are developing the oil fields of Venezuela, Peru, and Colombia.

Many former members of the armed forces of the United States are to be found among the pilots, engineers, and business men throughout the countries "South of the Border." All cooperate with the Air Corps to the fullest extent possible to provide communication facilities, service for aircraft, and accommodations for personnel.

It was found in many instances that the best hotel accommodations are "off the beaten track," being available in the camps operated by the Standard Oil of New Jersey subsidiaries. Officers are reminded of their own Army posts by the camps of the Lago Petroleum Co., at Maracaibo; the Standard Oil of Venezuela at Caripito; and the International Petroleum Co. at Talara, Peru, whose settlements provide residence halls, homes, cafeterias, and recreation facilities for their employees.

To the widely diversified interests of the United Fruit Co. must be added the management and maintenance of air-dromes. Their landing fields at Puerto Armuelles, R.deP.; Parita, Costa Rica; and La Lima, Honduras, are frequently used by Air Corps pilots on routine navigation training flights from the Canal Zone.

Radio communications may be provided, if desired, by the far flung network of Pan American Airways. It is to this company that the Air Corps is often indebted for readily available supplies of gasoline and oil. PAA also provides a reliable report of weather conditions enroute to transient aircraft.

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4TH SCHOOL SQUADRON HAS LARGE PAYROLL

Maj. W.H. Hanlon, commanding officer, 4th School Squadron, Chanute Field, Ill., has a big job, one outstanding feature thereof being the payroll, which on February 1 reached the gigantic proportions of \$80,188.94. Despite the largest payroll on record for a single squadron at this station, everything went off without a hitch after paycall had been sounded.

January's collection-sheet had a total of 24 pages. Collections totaled \$13,044.66, and the largest payment to any single individual did not exceed \$173.

To speed up pay procedure, parties visited the various departments where the 4th School Squadron personnel are on duty, and paid them "on the job!" Maj. Hanlon personally paid off 180 men in 12 minutes. He stated that by careful planning and pre-arrangement the time required to pay over 2700 men did not exceed much over two hours.

Even though pay call itself proved to be a simple matter, each man had one thought uppermost in his mind: There was no place where to go to spend his money—the post was under quarantine!

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B O S S O R L E A D E R

Drives his men	Coaches them
Depends on authority	Depends on good will
Inspires fear	Inspires enthusiasm
Says "I."	Says "We."
Fixes blame for breakdown	Fixes the breakdown
Knows how it is done	Shows how
Makes work a drudgery	Makes it a game

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Colonel Eugene A. Lohman, Air Corps, was relieved from duty at Headquarters, Sixth Corps Area, effective March 1, 1941, and assigned to duty at Fort Wayne, Indiana.

HOW UNCLE SAM PRODUCES FINEST WINGS IN WORLD

By the Materiel Division Correspondent

While speedy pursuit planes and long-range bombers are rapidly taking shape in aircraft factories to form Uncle Sam's powerful new air fleet, the Army Air Corps' "idea men" at Wright Field are already planning new planes, and improvements on the best of existing designs.

This work of men with imagination and vision also calls for the stabilizing background of the vast store of technical knowledge, compiled in 23 years of Air Corps research and experimentation, for these men must prove the worth of their ideas in the light of past experience, and establish the reasonable probability of translating their ideas into actual flyable airplanes.

Three Years Ahead

"Three years ahead of the procession—That's the goal of the Experimental Engineering Section at Wright Field, and the research men are striving constantly to lay down specifications for new war planes which will be better than those of any other nation three years hence.

America's new airplanes, even the "dream ships" now being designed, are not new in the sense of being "inventions." Rather they are the products of development, starting with the best of accepted designs, and using these as a concrete working basis for improvements, which will produce an airplane of the future that can fly farther, or faster, or carry more load than the present planes of the same class.

The most spectacular of the new American warplanes is the XB-19, huge 210-foot winged bomber, now being completed at the Douglas plant in Santa Monica, Calif. Designed for a range of 8000 miles, this Bomber is an enlarged development of the B-15, which holds present world's records for load-carrying and long-range flight. The B-15, with a wing span of 150 feet, is in turn one step in size and development beyond the first four-motored monoplane Bombers of the Army, the famous B-17 "Flying Fortresses," now in quantity production.

Interceptors Needed

As in the case of Bombers, the development of present-day high speed Pursuit planes has likewise come about from a tactical need for an extremely fast, maneuverable plane which can climb very rapidly to intercept an at-

tacking fleet of enemy Bombers, and destroy as many of them as possible.

Generally, specifications prepared by the Air Corps experts offer a description of the desired airplane with considerable detail in regard to its general type and purpose.

The "idea men" decide what top speed may be expected of the plane, its rate of climb, its landing speed, and the space it requires for taking off and landing. They also set down estimates of the range the plane should have, the highest altitude it must reach, and determine what its load shall be, including the number of crew, weight of fuel, oil, equipment, bomb load and armament.

The specifications also include requirements of structural strength, which are determined by the strain imposed on various parts of the airplane by maneuvers it will be called upon to make. There are also requirements as to stability and maneuverability, materials, and ease of production and maintenance.

Since the more limited the airplane's function is, the more chance there is for satisfactory attainment of that purpose, the Air Corps tries to limit each plane to a particular task. An airplane designed for two or more functions is seldom of great value for any of them.

Engine Limits Design

Every airplane is built around its power plant, and this is the main limiting factor in design. The XB-19 is powered with 2000-horsepower engines which had not been developed when the B-15 was designed. The new sky dreadnaught is dependent for its very existence on the greater power now available. A few years ago, a plane of its size and range could not have been produced with the best of engines then available.

While the specifications do not generally call for any particular engine, it is necessary that requirements be prepared within the present limits of airplane engine development.

The Wright Field Experimental Engineering Section has its own special design unit, which draws up a series of experimental designs about the characteristics which are specified. When the designs are prepared, it may be discovered that the speed required may be out of line with the load expected to be carried or the landing speed required for safety, and so the development of the final specifications is usually a process of compromise between tactical needs and

ability to meet them on the basis of existing developments.

Airplane Competitions

When specifications are completed, the Air Corps announces a competition and invites manufacturers to submit their own designs, based on the specifications set forth. If the specifications are thoroughly prepared, the general outline of the plane and its capabilities are already well established.

The designer's work, of course, is a story in itself. He must select the engines, determine how many will be used, and where they will be placed. Then he prepares a weight estimate of the aircraft, including all essentials except the structure itself. These would include the engines, accessories, propellers, fuel, oil, tanks and piping, crew, luggage, armament, equipment, tires, wheels, etc.

Next, he goes into problems of wing area and the selection of an airfoil section (the curve of the wing from leading edge to trailing edge, which has a definite relationship to the lift provided by the wing and the drag which holds the plane back). He must determine the plan-form of his wing, whether tapered, elliptical, or rectangular, and decide the angle at which it shall be set. If the wing is set at a high angle of attack, the designer gains in lift, but the wing must then be built stronger to withstand the added load.

When the designer has his wing shaped, he makes an estimate of the total weight of the plane and begins to draw the design. Space is at a premium, so a main objective of aircraft design is to tuck every requirement neatly into a minimum of space consistent with ease of movement of the crew and their ability to operate equipment. It is essential that he determine carefully the positions of the engines, the crew, and equipment, in relation to their functions. With this worked out, he draws his fuselage plan, including the undercarriage and tail unit.

Since another important factor is balance, the designer prepares a balance schedule showing the weight of each item and the distance from its center of gravity to a selected reference point on the airplane. This table is then used to compute the center of gravity of the plane minus the wing.

Locating the Wing

The location of the wing, determined by its effect on flying characteristics and stability of the airplane and problem of vision, are the next considera-

tions.

One of the most unusual designs recently developed was that of the speedy P-39 plane, wherein the wing is placed far back, affording the pilot unusually good vision over the leading edge. This was made possible by placing the engine behind the pilot's seat, thus moving the center of gravity farther back in the plane. Generally, the wing is located so that the airplane's center of gravity is between 25 and 30 per cent of the distance between the leading and trailing edges of the wing.

With this problem settled, the designer prepares a set of three-view drawings showing as much detail as possible of the construction and dimensions of the airplane. A wind tunnel model is then constructed, carefully scaled to the exact proportions of the airplane. The model's surface finish must be very smooth.

Wind Tunnel

The model is suspended in a wind tunnel, either at the manufacturing plant or at Wright Field, and is subjected to high speed blasts of artificial wind produced by huge fans, while accurate measuring equipment records the performance of the model and determines the efficiency of the design. Such testing is particularly valuable where comparative results are needed.

For example, the designers may debate two designs for a fuselage or the problem of whether to make the airplane a pusher (with the propellers behind the engines) or the more conventional tractor plane. Wind tunnel tests sometimes have resulted in the virtual scrapping of well-advanced designs. Frequently the design is subjected to considerable change as a result of data obtained in the tests. Following the wind tunnel tests, designers and engineers can calculate within a very few miles the top speed of the proposed airplane and other performance data before actual construction begins.

Full-Size Mockups

While the designer has placed equipment, crew and armament, by drawing them into the plane, this phase of airplane design is usually subjected to further check by construction of a full-sized "mockup," or model of the craft. The fuselage and possibly one wing may be constructed, or two alternative wing arrangements, one on each side.

Besides determining the final interior arrangements, the mockup discloses, far more accurately than any drawing or small scale model could do, the airplane's

visibility characteristics for the pilot, the accessibility, and ease of removal of engines and tanks. Instruments, and equipment, or dummies of the same size, actually are fitted into the places they will occupy in the completed plane.

Until recently, the mockup was generally constructed of wood, with a cheese-cloth covering to simulate the aluminum alloy "skin" of the airplane. But with the growth of the airplane industry, some manufacturers are now building more elaborate mockups out of metal parts, so as to more closely resemble the finished plane, as well as to serve as more accurate reference models for the building of the actual airplane.

During the mockup stage, changes of structural parts of the plane may be required because of interference with various functions of the crew. In that event, the designer need only redraw his design. Changes not uncovered until the airplane is actually under construction would involve delay as well as great cost in many cases.

Buying New Planes

Prior to the present emergency status on war plane orders, it was the practice of the Air Corps to require manufacturers to submit to Wright Field for tests one finished airplane of the proposed new model before ordering quantity production.

Recently, in order to speed up production of new models, the Air Corps in several instances departed from this practice by ordering planes "right off the drafting boards" without requiring submission of the completed planes in advance. This practice, however, was followed only in cases where the manufacturer had previously built similar planes to the satisfaction of the Air Corps, or where the design was proven by wind tunnel tests and other preliminary checks. In these cases, Wright Field engineers take delivery on the first production plane which comes off the line and run it through its tests while additional planes are being turned out.

Airplane Testing

At Wright Field, the structure of a new airplane is subjected to severe stress by various tests to determine whether it can withstand the strains of flight. Briefly, these tests involve piling huge weights on the fuselage and wings to learn how much load they can carry; also, dropping various parts of the plane to see how much shock they can absorb. Such tests are especially

severe if the plane is of a new design differing radically in structure from its predecessors. Often a new design wing or fuselage is tested to destruction to ascertain its ultimate strength. Following the structures tests, the plane is reassembled and flown by Wright Field pilot-engineers, who record data on its performance and check same against specification requirements.

Under the old system, once a prototype plane had passed its tests, an order was placed for 13 planes, which were assigned to tactical squadrons for a year of "service test flying."

Now, however, while the first plane is being tested, additional ones are streaming off the assembly line, and the first of these are used for "accelerated service tests." Recently, 28 pilots, picked at random from Pursuit squadrons at other Air Corps fields, were ordered to neighboring Patterson Field to fly service tests on seven Curtiss P-40 airplanes. In the space of three weeks, the pilots, working in three shifts a day, flew each of these planes a total of 150 hours, the equivalent of a year's flying under normal conditions. Similar tests are being undertaken with new models of the B-17 "Flying Fortress," and the Bell P-39 Pursuit plane, and the "accelerated service test" is expected to become a permanent part of test procedure.

Once the service tests are completed, any changes recommended are made "on the run." Just as a newspaper may replace its front page for a new extra while the press is running, so the manufacturers may be asked to incorporate desired improvements on later planes in the series while continuing the steady production flow.

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A SEA OF GASOLINE

"Destroyer squadrons of Uncle Sam's Navy," declares the Randolph Field correspondent, "usually float in water, but if the ocean should suddenly dry up they can call on Randolph Field, Texas, for help. The 'West Point of the Air' uses enough gasoline in a year to float an entire squadron of Navy destroyers. Call off flying for twelve months, and Randolph Field will have more than 18,000 tons of high test gasoline available. In January alone, Flying Cadet training activities used slightly more than 500,000 gallons of fuel, or enough to float a 1,500-ton destroyer. The mileage isn't bad either, considering 450-horsepower motors used in the low wing basic training planes. It's about six miles per gallon."

B R E V I T I E S

The 13th Reconnaissance Squadron (H) was activated at Langley Field, Va., on January 15, 1941, with an initial strength of two officers (Captain Russell A. Wilson and 1st Lieut. Henry R. Sullivan, Jr.) and 40 enlisted men, who were transferred from the 41st Reconnaissance Squadron. The final destination of this new Squadron is Bangor, Me., which is styled by the Bangor Chamber of Commerce as "The Gateway to the North Woods" and "Vacationland." Pending the orders to move to the north, the 13th is attached to its parent organization, the 41st Squadron.

Colonel Walter Bender, Air Corps, who for more than a year has been the Executive Officer at the Langley Air Base and who has served at that station for the past five years, was transferred to Fort George Wright, Spokane, Wash., for duty as Inspector General for the Northwest Air District.

In a total of 35 years, Colonel Bender rose to his present rank from a private in Troop K, 6th U.S. Cavalry. The bar of service stripes under his Air Corps wings includes colors for Indian campaigns, Mexican campaign, World War and Philippines. He enlisted in the 6th Cavalry in 1905 and was commissioned a second lieutenant of Infantry on July 14, 1917.

After his flying service with the French during the World War - incidentally being the recipient of the Croix de Guerre - he joined the 91st Aero Squadron, U.S. Air Service, and later served with the 8th Aero Squadron, which was commanded by Captain John G. Winant, who subsequently became Governor of New Hampshire and just recently was appointed Ambassador to Great Britain.

Colonel and Mrs. Jacob W.S. Wuest recently took formal leave of the officers of Langley Field, Va., at a reception which was held at the Officers' Club at that post. Colonel Wuest was assigned to duty at the new air base at Tallahassee, Fla. He has been stationed at Langley Field for nearly three years, and since 1939 was in command thereof. His name has been current in a national magazine which is publishing the personal diary of the late Wm. E. Dodd, University of Chicago educator and historian, covering the period in Nazi diplomacy when Mr. Dodd was U.S. Ambassador to Berlin. The diary notes frequently refer to Colonel Wuest, for he was Military and Air Attaché in Berlin at the time.

Brigadier General Arnold N. Krogstad, Commanding General of the 2nd Bombardment Wing, GHQ Air Force, and of the Langley Field Air Base, recently appointed as his base executive officer Lieut. Colonel Paul J. Mathis, the oldest officer in point of service at Langley Field, whose two tours thereat totaled 13 years. Colonel Mathis succeeded Colonel Walter Bender, previously mentioned.

The highlights of Barksdale Field and the U.S. Air Corps in general were featured in a 30-minute broadcast recently by Barksdale Field Air Corps officers. A direct pickup from the stage of the Post Theater gave a graphic on-the-scene description of the Link Trainer, instrument or blind flying instruction, and a discussion of Barksdale Field's training program by Colonel Charles T. Phillips, the Commanding Officer.

The physical plant at Hicks Field, Fort Worth, Texas, continues to grow, three new buildings now being under construction. The new \$27,500 hangar, identical with hangars 2 and 3, and located just north of No. 1, was scheduled to be completed on February 20th. It will be 184' by 100', with a 20-foot lean-to, which will accommodate offices and shops. The capacity of these hangars is 24 planes each. With the planes now at Hicks Field and more to come, the new hangar will prove a much needed addition.

The new ground school being completed will contain three classrooms. Just south of this building is the new "D" Barracks, which will house 80 Cadets. Larger enrollments have necessitated additional housing facilities. Class 41-G will have an enrollment of 130, and the classes to follow will be increased to 150 each.

Three separate aviation companies, the 805th, the 806th and the 807th, have been organized by the Corps of Engineers for station at Panama, Puerto Rico and Alaska.

Each company is composed of 5 officers and 160 enlisted men. It is organized to comprise a company headquarters, service platoon and two operating platoons. Included in the equipment used by each company are various types of grading machinery, rollers, tractors, earth movers and other heavy units.

A War Department announcement, under date of February 14th, is to the effect that an additional \$300,000 has been allotted for additional construction work on the Tucson, Arizona, airport. The total cost of this project is estimated at \$1,947,812, of which \$1,386,212 already is available. The allotment of \$300,000 was made in order to permit the work to continue.

During impressive ceremonies held at March Field, Riverside, Calif., on February 8th, the Daedalian Trophy was presented to the First Bombardment Wing, commanded by Brigadier General Frank D. Lackland, by Major General Jacob E. Fickel, Commanding General of the Southwest Air District. The highlight of the ceremony was a ground review of all available GHQ Air Force troops in the Wing, under the command of Col. Benjamin G. Weir, Executive Officer of March Field.

The Daedalian Trophy is awarded each year to the Wing or Group in the GHQ Air Force which has the lowest accident rate per 1,000 flying hours. The previous winner of the Trophy was the 19th Bombardment Group, also stationed at March Field. The winning organization retains custody of the Trophy until the new winner, decided by statistics compiled by the Materiel Division, is announced.

The Trophy was presented originally to the Air Corps by the Order of the Daedalians, an organization composed of American pilots who served during the World War, and was first awarded in 1938.

The 31st Pursuit Group, stationed at Selfridge Field, Mt. Clemens, Mich., recently received several P-39 Pursuit airplanes. Popularly tagged the "Airacobra," the P-39 is the first American Pursuit airplane which is armed with a 37 mm. cannon. This gun fires through the propeller hub. This airplane is also equipped with several machine guns which also fire through its nose, synchronized with the propeller. Powered by a 1090 h.p. liquid-cooled engine, the speed of the "Airacobra" is rated in excess of 300 miles per hour.

PROMOTION OF AIR CORPS OFFICERS

Special Orders of the War Department, recently issued, announced the promotion of the following-named Air Corps officers:
To Colonel, Regular Army, rank from January 1, 1941:
 Colonel (Temporary) Shepler W. Fitzgerald
Lieut. Colonels to Colonel (Temporary)
 With rank from December 30, 1940

William E. Farthing Warner B. Gates
 Lester T. Miller Ira C. Eeker
 Arthur B. McDaniel Frank H. Pritchard
 Francis M. Brady

Majors to Lieut. Colonel (Temporary)
 With rank from December 30, 1940

Harold L. Clark Lewis A. Dayton
 Sam L. Ellis Younger A. Pitts
George G. Lundberg Howard Z. Bogert
 Eugene L. Eubank Charles H. Dowman
 Lawrence A. Lawson Thomas W. Blackburn
 Albert W. Stevens Harry A. Johnson
 Bayard Johnson Bob E. Nowland, G.S.C.
 Frank M. Paul Barney M. Giles
 Samuel M. Connell Bernard J. Tooher
 Charles B. DeShields Claude E. Duncan
 John E. Upston, G.S.C. Albert F. Hegenberger
 Reuben C. Moffat Max F. Schneider
 Paul L. Williams Donald G. Stitt
 Clarence P. Kane Glenn C. Salisbury
 Harry Weddington Harold R. Wells
 Samuel C. Eaton, Jr. Malcolm S. Lawton
 Leonidas L. Y _____ Jasper K. McDuffie
 Merrall D. Man Albert K. Ramey
 Albert C. Foulk Lionel H. Dunlap
 Edward V. Harbeck, Jr. Harold D. Smith
 Edward E. Hildreth Earle J. Carpenter
 Samuel G. Frierson James P. Hodges
 Phillips Melville Frank L. Cook
 John G. Williams Oakley G. Kelly
 Albert B. Pitts Bernard T. Castor
 Bernard S. Thompson James A. Mollison
 Wallace R. Taylor Harold W. Beaton
 Robert D. Knapp Edgar E. Glenn, G.S.C.
 James T. Curry, Jr. John W. Monahan
 William B. Souza Cortlandt S. Johnson
 Alfred Lindeburg Charles C. Chauncey
 Joseph A. Wilson Homer B. Chandler
 Clements McMullen Carl W. Pyle
 Ames S. Albro John M. McCulloch
 Millo McCune Charles W. Sullivan
 Charles McK. Robinson Melvin B. Asp
 Benjamin B. Cassiday George C. McDonald
 Charles V. Banfill, G.S.C. Peter E. Skanse
 Myron R. Wood Malcolm N. Stewart
 Robert T. Cronau Arthur G. Liggett
 Lloyd C. Blackburn Westside T. Larson
 William C. Goldsborough Newton Longfellow
 Walter R. Peck Lloyd Barnett
 Arthur G. Hamilton John A. Laird, Jr.
 Emil C. Kiel, G.S.C. Charles W. Steinmetz
 Harold L. George John M. Davies

With rank from February 1, 1941

Walter T. Meyer Rex K. Stoner
 Wendell B. McCoy James B. Carroll
 James E. Duke, Jr. Thomas L. Gilbert
 Martinus Stenseth James D. Givens

Captain to Major, with rank from December 30, 1940

Charles A. Bassett A.J. Kerwin Malone
 Narcisse L. Cote Russell Keillor
 George H. Sparhawk Ernest H. Lawson
 John F. Guillet John E. Bodle
 Dixon M. Allison Russell Scott
 Joel G. O'Neal Burton M. Hovey, Jr.
 Alva L. Harvey Richard E. Cobb
 James W. Andrew Dale D. Fisher
 George J. Eppright Henry W. Dorr
 Clarence D. Wheeler Carlisle I. Ferris
 Walter S. Lee Elwood R. Quesada
 Manning E. Tillery Willard R. Wolfenbarger
 Gerald G. Johnston George W. McGregor
 Elmer J. Rogers, Jr. Charles A. Harrington
 John C. Crosthwaite Maurice F. Daly
 Clarence S. Irvine Lawrence S. Kuter, G.S.C.
 Ralph E. Holmes George McCoy, Jr.
 Darr n. Alkire Julius T. Flock
 Thurston H. Baxter John M. Sterling
 John A. Tarro Mark K. Lewis, Jr.
 John T. Sprague Orrin L. Grover
 Frederick A. Bacher, Jr. Milton M. Towner
 Ward J. Davies Fay R. Upthegrove
 Yantis H. Taylor Charles B. Stone 3rd
 Claire Stroh Neil B. Harding
 F. Edgar Cheatle Robert L. Easton
 Arthur J. Lehman Henry M. Bailey
 Oscar F. Carlson Walter W. Gross
 George E. Henry Otto C. George
 Sigma A. Gilkey John N. Jones
 Clinton W. Davies Leo W. DeRosier
 Reuben Kyle, Jr. Gordon P. Saville
 Harvey F. Dyer Chas. B. Overacker, Jr.
 Earl C. Robbins George H. Macnair

Captain to Major, with rank from February 1, 1941

James A. Ellison Louie P. Turner
 Hoyt L. Prindle William T. Hefley
 James F. Walsh Robert S. Israel, Jr.
 George R. Geer Donald B. Smith
 Donald W. Benner David P. Laubach
 Lawrence H. Douthit James E. Briggs
 George R. Acheson John S. Mills
 Frank H. Robinson George W. Mundy
 Waldine W. Messmore Alfred R. Maxwell
 Herbert M. Newstrom Paul H. Johnston
 Allen R. Springer Roscoe C. Wilson
 Franklin C. Wolfe Walter E. Todd
 Ford L. Fair Bryant L. Boatner
 Ivan M. Palmer Nathan B. Forrest
 Joseph G. Hopkins Robert F. Tate
 Elmer P. Rose Samuel R. Brentnall
 Ford J. Lauer Charles F. Born
 Fay O. Dice Frank F. Everest, Jr.
 Herbert E. Rice John J. Morrow
 Edward H. Porter Frank J. Coleman
 Joseph H. Atkinson R. Loyal Easton
 Robert L. Schoenlein Norris B. Harbold
 Frederick W. Ott George R. Bienfang
 Wentworth Goss Russell A. Wilson
 James L. Daniel, Jr. David R. Gibbs
 Budd J. Feaslee Charles G. Goodrich
 John F. Egan A. VanP. Anderson, Jr.
 Edgar R. Todd Fred'k L. Anderson, Jr.
 Arthur La S. Smith Thayer S. Olds
 Donald D. Arnold Robert F. Travis
 Clarence T. Mower William H. Tunner

Ralph E. Koon
Howard G. Bunker
Stuart G. McLennan
John A. Samford
Fred O. Tally
Roger M. Raney
Forrest G. Allen
John T. Murtha, Jr.
Samuel E. Anderson
Joseph E. Bulger
George F. Smith
Allen W. Reed
Arthur W. Meehan
Truman H. Landon
Maurice C. Bisson
Harry E. Wilson
Robert W. Warren
John F. Wadman
Delmar T. Spivey
August W. Kissner

Effective January 9, 1941, the following temporary appointments in the Army of the United States were made:

To Colonel: Lieut. Colonel (Temp.) John Kenneth Cannon; Lieut. Colonel (Temp.) Omer O. Niergarth; Major Walter Kellsey Burgess.

To Lieut. Colonel: Major Uzal G. Ent, General Staff Corps.

WAR DEPARTMENT SPECIAL ORDERS

To Atlanta, Ga.: Captain Elmer J. Rogers, Jr., from Boston, Mass., for duty as Instructor, Air Corps, Georgia National Guard.

To Barksdale Field, La.: Captain John M. Hutchinson, from Chanute Field, Ill.; Captain Lawson S. Moseley, Jr., from Chanute Field.

To Bolling Field, D.C.: Captain Carl R. Feldman, from Hawaiian Department.

To Chanute Field, Ill.: Major Lawrence J. Carr, from Office Chief of the Air Corps, Washington, D.C.

To Des Moines, Iowa: Major Lee Q. Wasser, from Instructor, St. Paul, Minn., to duty as Instructor, Air Corps, Iowa National Guard.

To Duncan Field, Texas: Captain Sidney A. Ofsthun, from Barksdale Field, La.

To Ellington Field, Houston, Texas: Captain John M. White, from Kelly Field, Texas.

To Fort Belvoir, Va.: 1st Lieut. Merrill E. DeLonge, for duty as Air Corps representative on the Engineer Board.

To Fort George Wright, Wash.: Captain Donald B. Brummel, from McChord Field, Wash.; Major Herman D. Southwick, Captains Philip B. Foote and Reginald Bowles, from McChord Field, Wash.; Majors Ray L. Owens and Harry A. Halverson, from Hamilton Field, Calif., for duty at Northwest Air District.

To Fort Knox, Ky.: Captain Fred S. Stocks, from Fort Benning, Ga.

To Fort Leavenworth, Kans.: 2nd Lt. Wayne K. Richardson, from Marshall Field, Kans.

To Ellington Field, Texas: Major James W. Andrew, from Lowry Field, Colo.

To Hamilton Field, Calif.: Captain Jesse Auton, from Office of Asst. Secretary of War, Washington.

To Hawaiian Department: Major Elmer P. Rose from Fort Douglas, Utah; Captains Colin P. Kelly, Jr., and Wm. R. Morgan, from March Field, Calif.; Joseph

LaVerne G. Saunders
Emmett O'Donnell, Jr.
Donald W. Titus
Emmett F. Yost
Robert K. Taylor
James W. Brown, Jr.
William C. Sams
Robert H. Kelly
James F. Olive, Jr.
Edgar A. Sirmyer, Jr.
Thomas W. Steed
Robert E.L. Pirtle
Wilbur Erickson
Lilburn D. Fator
Archibald M. Kelley
Ralph O. Brownfield
Joel E. Mallory
Donald R. Lyon
Warren H. Higgins

J. Ladd, from Fort Douglas, Utah; 1st Lieuts. Wm. L. Hayes, Jr., and Robert J. Rogers, from Maxwell Field, Ala.; Captain Jay D. Rutledge, Jr., from Langley Field, Va.

To Kelly Field, Texas: Captain Thomas C. Musgrave, Jr., from Hawaiian Department.

To Langley Field, Va.: Captain Hugh F. McCaffery, from Hawaiian Department; Captains Robert D. Johnston, Dwight Divine, 2d, and John M. Reynolds, from 23rd Composite Group, Orlando, Fla.

To Hicks Field, Fort Worth, Texas: 1st Lieut.

Robert C. Sears, from Randolph Field, Texas.

To McClellan Field, Sacramento, Calif.: Captain Ivan L. Farman, from March Field, Calif.

To London, Eng.: Major Charles M. Cummings, from Materiel Division, Wright Field, Ohio, for duty as Assistant Military Attaché, American Embassy.

To Maxwell Field, Ala.: Major Adolphus R. McConnell, from Hawaiian Department.

To MacDill Field, Tampa, Fla.: Captains Nils O. Ohman, James T. Posey and Curtis D. Sluman, from Hawaiian Department.

To Middletown Air Depot, Pa.: Major Oakley G. Kelly, from Downey, Calif., for duty as Air Corps Technical Supervisor.

To Maxwell Field, Ala.: Lieut. Colonel John B. Patrick, from Barksdale Field, La.

To Mitchel Field, N.Y.: Captain Joseph A. Bulger, from Langley Field, Va.; 1st Lieut. Charles D. Jones, from Lawson Field, Fort Benning, Ga. Colonel John D. Reardon (Inspector General's Dept.) from Presidio of San Francisco, Calif., for duty at Northeast Air District.

To Milwaukee, Wisc.: Major Robert R. Selway, Jr., from Instructor, Ill. National Guard, Chicago, to duty as Instructor, Air Corps, Wisconsin National Guard.

To Moffett Field, Calif.: 2nd Lieut. James K. Briggs, from Randolph Field, Texas; Captain John C. Horton, from Lindbergh Field, San Diego, Calif.

To Ogden, Utah: Lieut. Colonel George G. Cressey, from Middletown Air Depot, Pa.; Major Russell J. Minty, from duty as Assistant District Supervisor, Eastern A.C. Procurement District, Hartford, Conn., for duty at Ogden Air Depot.

To Portland, Oregon: Captain Carlisle I. Ferris, from duty as Instructor, 40th Division Aviation, California National Guard, Los Angeles, to duty as Instructor, Air Corps, Oregon National Guard.

To Panama Canal Department: Lieut. Colonel Arthur B. McDaniel, from Office of the Chief of the Air Corps, Washington, D.C.

To Savannah Air Base, Ga.: Captains Richard M. Barden, Richard T. Coiner, Render D. Denson, Charles W. Haas, 1st Lieut. Harry P. Leber, Jr., from Hawaiian Department; Colonel James B. Carroll, from Wright Field, Ohio.

To Selma, Ala.: Captain Jack L. Randolph, from Hawaiian Department.

To Selfridge Field, Mich.: Captains Donald R. Hutchinson and Joseph D. Lee, Jr., from 23rd Composite Group, Orlando, Fla.; Captains Joseph S. Holtoner and Arno H. Luehman, from Hawaiian Dep't.

To Spokane, Wash.: Captain Nathan B. Forrest and 1st Lieut. Irvine A. Rendle, from McCord Field, for duty with the 5th Bombardment Wing.

To Stockton, Calif.: Captain Herbert L. Grills, from Hawaiian Department; Captain Oliver S. Picher, for duty at Advanced Flying School. (Previous orders

amended).

To San Angelo, Texas: 1st Lieut. William H. Turner, from Kelly Field, Texas.

To San Antonio, Texas: Captain William C. Dolan, from Hqrs. 8th Corps Area to duty at Headquarters, 3rd Army.

To Tallahassee, Fla.: Colonel James F. Doherty, from Mitchel Field, N.Y.; Captain Wm. G. Lee, Jr., from Langley Field, Va.

To Tampa, Fla. Brigadier General Clarence L. Tinker, from duty at MacDill Field, to 3rd Bombardment Wing, GHQ Air Force.

To Tulsa, Okla.: Major John K. Nissley, from duty as Instructor, Colo. Nat'l Guard, Denver, to duty as Instructor, Air Corps, Oklahoma National Guard.

To Washington, D.C.: Colonel Shepler W. Fitz Gerald, from Fort Douglas, Utah, for duty in the Office of the Inspector General; Lieut. Colonel Grandison Gardner, from Wright Field, Ohio; Captain William H. Turner, from duty with Organized Reserves at Memphis, Tenn.; Major William D. Old, from MacDill Field, Fla., for duty as a member of the General Staff Corps; Lieut. Colonel Harry A. Johnson, from Chanute Field, Ill.; Major Stewart W. Towle, Jr., for duty as Instructor, National Guard, from duty as Instructor, 28th Div. Aviation, Penna. National Guard, Philadelphia, Pa.

To West Palm Beach, Fla.: Lieut. Colonel John W. Monahan, from Langley Field, Va.; Major George H. Macnair, from MacDill Field, Fla.

To Wichita, Kansas: Major Jasper K. McDuffie, from duty as Instructor, Air Corps, Conn. National Guard, Hartford, Conn., to duty as Instructor, Air Corps, Kansas National Guard.

To Puerto Rican Department: Captain Gerry L. Mason, from Fort Riley, Kansas.

Orders were issued placing Major Charles McK. Robinson, Air Corps, on the retired list, April 30, 1941, with the rank of Lieut. Colonel.

The following-named Air Corps officers were detailed as members of the General Staff Corps, assigned to the General Staff with troops, and to duty at the Air Districts indicated:

Northeast Air District, Mitchel Field, N.Y.: Majors Edgar E. Glenn and Robert T. Zane, from Langley Field, Va.

Southeast Air District, Tampa, Fla.: Lieut. Colonel Vincent J. Meloy and Major Charles H. Caldwell, 29th Bombardment Group, MacDill Field, Fla.

Southwest Air District, Riverside, Calif.: Majors Clarence P. Talbot and Howard K. Ramey, from March Field, Calif.

Colonel Albert L. Sneed, Retired, has been placed on active duty and assigned to the Air Corps Advanced Flying School, Maxwell Field, Ala.

Master Sergeants Alvan Kilgore, 63rd Air Base Group, Brooks Field, Texas; Chauncey L. Anderson, 2nd Staff Squadron, Bolling Field, D.C., and David T. Murphy, 43rd Bombardment Squadron, GHQ Air Force, MacDill Field, Fla., were appointed Warrant Officers in the U.S. Army, effective January 14, 1941. They were assigned to duty at Randolph Field, Texas; Orlando Air Base, Fla., and MacDill Field, Fla., respectively.

Lieut. Colonel Idwal H. Edwards, Air Corps, was appointed Colonel (Temp.) with rank from Jan. 21, 1941.

Special Orders of the War Department, recently issued, announced the temporary appointment in the Army of the United States to the rank of Brigadier General from January 29, 1941, of Lieut. Colonel Junius W. Jones (Air Corps) Inspector General's Department (Colonel, Air Corps), and Lieut. Colonel George C. Kenney, Air Corps.

The following-named Air Corps officers holding the rank of Lieut. Colonel (Temporary), were appointed to the grade of Lieut. Colonel, Regular Army, with rank from February 4, 1941:

Ralph B. Walker	Theodore J. Koenig
Clarence B. Lober	Grandison Gardner
John K. Cannon	Alvan C. Kincaid
Arthur J. Melanson	Omer O. Niergarth

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Additional changes of station of Air Corps officers

To Bowman Field, Louisville, Ky.: Major Thomas B. Brown, from Langley Field, Va.

To Chanute Field, Ill.: Captain Floyd A. Lundell, from Spartan School of Aeronautics, Tulsa, Okla.

To Chungking, China: Captain Horace Greeley, from the Philippines, for duty as Assistant Military Attaché and Assistant Military Attaché for Air.

To Fort George Wright, Spokane, Wash.: Major Walter B. Hough, from Fort Douglas, Utah, for duty at Headquarters Northwest Air District.

To Langley Field, Va.: Captain Ford L. Fair, from Fort Knox, Ky.

To Maxwell Field, Ala.: Captain John R. Skeldon, from Langley Field, Va.

To Phoenix, Ariz.: Lieut. Colonel Ennis C. Whitehead (Gen. Staff Corps); relieved from detail as a member of the War Department General Staff.

To Pasadena, Calif.: Captains Milton W. Arnold, from Kelly Field, Texas; Harold L. Smith, from March Field, Calif.; John B. Ackerman, from Chanute Field, Ill., and Don Z. Zimmerman, from U.S. Military Academy, West Point, N.Y., for duty as students to pursue course of instruction in long range forecasting at the California Institute of Technology.

To Randolph Field, Texas: Major Oscar L. Beal, from Chanute Field, Ill.

To Selma, Ala.: Captain Aurey K. Dodson, from Hawaiian Department, for duty at Advanced Flying School.

To Washington, D.C.: Major Clifford P. Bradley, from duty with Organized Reserves, Seattle, Wash., for duty in Office of the Chief of the Air Corps; Majors Charles Y. Banfill, on duty with the Engineer Board, Fort Belvoir, Va., and Jack C. Hodgson, from Langley Field, Va., detailed as members of the General Staff and assigned to the War Department General Staff.

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CANAL ZONE OFFICERS INSTRUCTED IN NAVAL OPERATIONS

The officers of the Panama Canal Department Air Force recently completed a lecture course of instruction in Naval Operations. The lectures were given at Albrook Field by Captain A.S. Hickey, U.S. Navy, Chief of Staff of the 15th Naval District, based at Panama.

The course was based on the Syllabus of Instruction for the Naval Operations course formerly conducted at the Air Corps Tactical School.

GRADUATES FROM ADVANCED FLYING SCHOOL, KELLY FIELD, TEXAS
February 7, 1941

Overstreet, Charles S., Jr.	Brewton, Ala.	Mangan, James Harrison	Tampa, Fla.
Baker, Leonidas	Fairfield, Ala.	Mirc, Rudolph Membleo	Tampa, Fla.
Savage, Columbus	Kennedy, Ala.	Keel, Henry Arthur	Umatilla, Fla.
Birnn, Richard Roland	Maxwell Field, Ala.	Hageny, Mark Conwell	Atlanta, Ga.
Rawlinson, Boiling Hall	Millbrook, Ala.	Parks, Oattis E.	Atlanta, Ga.
Crist, George Harvey	Bisbee, Ariz.	Carter, George Albert	Columbus, Ga.
Johnson, Stanley Joseph	Inspiration, Ariz.	Talley, Thomas Peter	Smyrna, Ga.
Clark, Jackson L.	Phoenix, Ariz.	Gleanny, Gale S.	Lewiston, Idaho
Hensco, Lath n. Eugene	Phoenix, Ariz.	Harrington, Robert Edward	Lewiston, Idaho
Baird, Joe Pilcher	Tempe, Ariz.	Laws, Edmund Alvin	McGregor, Idaho
Beal, Lawrence W.	Tucson, Ariz.	Brown, Wallace B.	Moscow, Idaho
Ransier, Harry DeLosso	Tucson, Ariz.	Killian, Carl L.	Idaho Marries, Idaho
Sparks, Joseph Gray	Tucson, Ariz.	Bartlett, Frank J.	Spadpoint, Idaho
Curl, Charles Clyde, Jr.	Helena, Ark.	Hicks, Hillard Durwood	S. Valley, Idaho
Lund, Nicholas Horner	Hot Springs, Ark.	Pagel, Donald Edward	Aurora, Ill.
Hamberg Walter	Lonoke, Ark.	Koappy, Ralph Leslie	andinsville, Ill.
Wilkins, Charles Edward	Alhambra, Calif.	Robinson, Orville Elton	Chicago, Ill.
Eby, Wesley Pickett	Altadena, Calif.	Burling, Philip Ruben	Chicago, Ill.
Sault, William Edwin	Ben Lomond, Calif.	Ferguson, Paul James	Chicago, Ill.
Whipp, Robert Warren	Belmont, Calif.	Jendre, Gustav Edward	Chicago, Ill.
Price, Clinton	Beverly Hills, Calif.	O'Pizzi, Paul Thomas, Jr.	Chicago, Ill.
Brown, Howard Eugene	Burbank, Calif.	Warne, Gideon Willis	Ft. Wburn, Ill.
Pish, Artie Clement	Burbank, Calif.	Burks, Richard W.	Men Silly, Ill.
Templeton, Thomas Warren	Colton, Calif.	Schmidt, Ralph Lee Ly	Memille, Ill.
Crittum, Warren Arlington Jr.	Fresno, Calif.	Lewis, Harold Edwin	Marseilles, Ill.
Sanderson, William Martin	Fresno, Calif.	Jacobowitz, John Matthias	Streator, Ill.
Cla sen, Thomas	Glendale, Calif.	Wayne, Heath Hudson	Yorkville, Ill.
Salstrom, Alexander Ralph	Glendale, Calif.	Brooks, William Ross	Montgomery, Ind.
Bradley, John Franklin	Hamilton Field, Calif.	MacArthur, Donald, Jr.	Ames, Iowa
Briggs, John Denison	Hamilton Field, Calif.	McLaggan, Paul Robert	Boone, Iowa
Gallienko, Winfred Hugh	Huntington Beach, Calif.	Beery, Harold F.	Salem, Iowa
Graham, Owen R.	Long Beach, Calif.	Hesseltine, John Ernest	Shilene, Kans.
Kellieher, William	Long Beach, Calif.	Meier, Joseph Eugene	Clay Center, Kans.
Little, Jack Merwin	Long Beach, Calif.	Cables, James Russell	Concordia, Kans.
Epperson, Elmer Harrison	Los Angeles, Calif.	Neeselnde, Clifford C., Jr.	Kansas City, Kans.
Phenis, Aileen Carl	Los Angeles, Calif.	Breidenthal, Robert E.	Topeka, Kans.
Smith, Donald Thorpe	Los Angeles, Calif.	Young, George Addison	Wellington, Kans.
Van Horne, James Herbert	Los Angeles, Calif.	Julienne, Paul Sebastian, Jr.	New Orleans, La.
Younker, Earl Jaye	Los Angeles, Calif.	Galbreath, Samuel Cairnes	Rocke, Md.
Adams, Homer Eschal	Moffett Field, Calif.	Beth, Warren A.	An Arbor, Mich.
Torgerson, Vernon Berian	Moffett Field, Calif.	Simpson, Charles Phillip	Notch Rapids, Mich.
Beales, Frank H.	Mountain View, Calif.	Lombard, John Darr	Ionia, Mich.
Pope, Francis Joseph	Oakland, Calif.	Chipman, George Hardy	Kalamazoo, Mich.
Epperson, Paul Leonard	Pasadena, Calif.	Stephenson, Gilbert Leon	Kalamazoo, Mich.
Reid, Richard Stetson	Pasadena, Calif.	Delaney, John Hilgers	Safbridge Field, Mich.
Svenningsen, Joe	Riverside, Calif.	Betz, Roscoe Armstrong	Springport, Mich.
Roth, Harry Robert	Sacramento Air Depot, Calif.	Dickinson, Wesley Edward	Dilworth, Minn.
Colley, John Thomas	San Bernardino, Calif.	West, Howard Barnell	Excelsior, Minn.
Stafford, Robert Farrell	San Francisco, Calif.	Swenser, Melvin Ray	Minneapolis, Minn.
Price, Galen Barger	Santa Barbara, Calif.	Smith, Walter Ray	St. Paul, Minn.
Triibett, Everett Edward	Santa Monica, Calif.	Christensen, James Sidney	Twin Valley, Minn.
Mason, Vincent Elmore	South Gate, Calif.	Bullock, Joe R.	University, Miss.
Biller, John Howard	Spadra, Calif.	Marshall, Roy Finley	Clayton, Mo.
Hite, William Newton	Stanford University, Calif.	Brunk, Allen Hendrix	Columbia, Mo.
Henson, Hershell Roy	Upland, Calif.	Pelkey, Ernest Edwin	Columbia, Mo.
Guillou, Alfred Victor, Jr.	Van Nuys, Calif.	Tucker, Armin John	Rolla, Mo.
Hall, Wesley H.	Boulder, Colo.	Koser, Jack Donald	St. Joseph, Mo.
Granzow, Kent Rayburn	Denver, Colo.	Tesch, William Arthur	St. Louis, Mo.
Herzberger, James Robert	Denver, Colo.	Murphy, Robert Edward	Web City, Mo.
Orpen, Julius Harry	Denver, Colo.	Hulett, Elroy Manker	Alzada, Mont.
McKenney, Ezra W.	Lowry Field, Colo.	Shelden, Harold Jay, Jr.	Arlee, Mont.
Mellon, Archie	Milliken, Colo.	Croteau, Hubert Pierre	Billings, Mont.
Wood, Everett Austin, Jr.	Trinidad, Colo.	Terrett, Luther Clampit	Helena, Mont.
David, Robert G.	Jacksonville, Fla.	Fletcher, Robert K.	Missoula, Mont.
Hamilton, Jack Gleaton	Gainesville, Fla.	Clark, Glen W.	Missoula, Mont.
Langberg, Maurice K.	Jensen, Fla.	Stover, Robert Arthur	Townsend, Mont.
Gardner, Gordon Woodrow	Lutz, Fla.	Bradford, Dana William	Omaha, Nebr.
Denton, Velpeau Curtis	Pahokee, Fla.	Noriega, Virgil	

Wolf, Harold Joseph	Lincoln, Nebr.	Schroeder, Allen Wayne	Aberdeen, S.D.
Sally, William Albert	Durham, N.C.	Townsend, Edwin Cole	Brockings, S.D.
Atwater, Alfred Sidney, Jr.	Granite Falls, N.C.	Parker, Francis Thomas	Deadwood, S.D.
Nowell, Robert Bolling	Raleigh, N.C.	Cox, Francis M.	Platte, S.D.
Easton, James Leroy	Buffalo, N.D.	House, Gale Woodrow	Sioux Falls, S.D.
Rowe, Paul Robert	Fargo, N.D.	Bailey, James Edmund, Jr.	Clarksville, Tenn.
Binkley, Donald R.	Parshall, N.D.	Hall, James Newton	Martin, Tenn.
Timlin, Francis Eugene	Scranton, N.D.	Brandon, William Harold	Nashville, Tenn.
Davie, Charles Norman	Rutherford, N.J.	Russell, Bedford Eldon	Abilene, Texas
Luther, William Elsie	Albuquerque, N.M.	Propst, John Robert	Amarillo, Texas
Smith, Frank Lewis, Jr.	Roswell, N.M.	Merritt, Kenneth Taylor	Arlington, Texas
Henderson, David Louis	Silver City, N.M.	Woodward, Valin Ridge	Arlington, Texas
Richards, Edmund Burke	Stanley, N.M.	McCuistion, Benjamin Floyd	Beaumont, Texas
Burns, John Patterson	Akron, Ohio	Smith, Herbert Everitt, Jr.	Big Lake, Texas
Wiandt, William Joseph	Akron, Ohio	Ahrens, Marvin Henry	Kingsville, Texas
Watson, Ralph James	Centerburg, Ohio	Braswell, Daniel Ernest	Dallas, Texas
Murray, Charles Edward	Cincinnati, Ohio	Corley, Quentin Durward, Jr.	Dallas, Texas
Smith, Robert Eugene	Cincinnati, Ohio	Neal, Van Edgar	Dallas, Texas
Muhlenberg, David Dorrington	Columbus, Ohio	Rose, Henry John	Dallas, Texas
Payne, James Osborn	Ironton, Ohio	Montgomery, Charles Arthur, Jr.	Denton, Texas
Unruh, Howard E., Jr.	Lockland, Ohio	Webb, Dallas Woodrow	Denton, Texas
Bergamyer, Roland Wilson	Marion, Ohio	Grumbles, Wilbur John	Eden, Texas
Danner, Carl Edwin, Jr.	Miamisburg, Ohio	Redd, Raymond Joseph	El Paso, Texas
Weaver, Douglas Charles	Rocky River, Ohio	Perrin, Charles Irvin	Georgetown, Texas
Engeman, Charles Thomas	Toledo, Ohio	Marshall, Bert Wyler	Greenville, Texas
Mohn, John Henry	Tulsa, Okla.	Tarbox, Elmer Lois	Higgins, Texas
Smith, Samuel Richard, Jr.	Atoka, Okla.	Dallas, Frederick Wm., Jr.	Houston, Texas
Maxwell, Wilton B.	Balko, Okla.	Strauss, Joseph David	Houston, Texas
Mays, Ivan Kenneth	Commerce, Okla.	Gray, Robert Manning	Killeen, Texas
Brown, Paul Eugene	Enid, Okla.	Jackson, Robert LeRoy	Lubbock, Texas
Johnsdrow, Lawrence Nelson	Homestead, Okla.	Couch, John Pinkney	McKinney, Texas
Strader, Noel Ross	Muskogee, Okla.	Hicks, Doyle	Medicine Mound, Texas
Rousek, Jay Phillip	Norman, Okla.	Melton, William Curtis, Jr.	Mt. Pleasant, Texas
Lee, Jay Smith	Oklahoma City, Okla.	Larkin, Joe Mac, Jr.	Odessa, Texas
Schofield, Martin Benjamin	Sapulpa, Okla.	Hopkins, James Iredell, Jr.	Palestine, Texas
Miles, James Eugene, Jr.	Tulsa, Okla.	Gager, Mortimer Dahlgren, Jr.	Port Arthur, Texas
Coggeshall, Robert Dwight	Waurika, Okla.	Walles, Wade Clarence, Jr.	Port Neches, Texas
Martin, Clarence A.	Wewoka, Okla.	Penix, Guymon	Randolph Field, Texas
Hale, Russell D.	Airlie, Ore.	Gonzales, Horace Roger	San Antonio, Texas
Wiemert, John Conn	Corvallis, Ore.	Keeter, John Jefferson, Jr.	Throckmorton, Texas
Richens, Kent J.	Eugene, Ore.	Rice, Arthur T.	Farmington, Utah
Good, Donald Edward	Eugene, Ore.	Dayhuff, Harry James	Ogden, Utah
Taylor, Tom Howard	Gresham, Ore.	Burgess, Merlin Karl	Roosevelt, Utah
Carroll, Glenn Howard	Portland, Ore.	Chamberlin, William LeGrande	Salt Lake City, Utah
Grimm, Joseph Sasek	Portland, Ore.	Keele, Ralph B.	Salt Lake City, Utah
Hayes, Thomas Lloyd	Portland, Ore.	Snow, Paul Homer	Salt Lake City, Utah
Mulligan, Martin Doyle	Portland, Ore.	Walker, Leland Arthur, Jr.	Salt Lake City, Utah
Robinson, Robert Wheatley	Upper Darby, Pa.	Cowart, Wm. Slater, Jr.	Cowart, Va.
Knight, Charles Craig	Bishopville, S.C.	Beaty, Sherman Randolph, Jr.	Hoquiam, Wash.
Kilgore, Carey Rogers, Jr.	Charleston, S.C.	Nuttall, Alfred Charles	Montesano, Wash.
Patterson, Arthur Knox	Chester, S.C.	Brooks, Harold Weldon	Seattle, Wash.
Gladden, William Ross	Clinton, S.C.	McElhoe, George Charles	Snoqualmie Falls, Wash.
Hays, Ned Sprunt	Columbia, S.C.	Chatterton, David H.	Spokane, Wash.
Brady, Henry Grady, Jr.	Columbia, S.C.	Roberts, Eugene Paul	Spokane, Wash.
Dreisbach, Lauren Dwight	Columbia, S.C.	Brown, Harvey N.	Almond, Wisc.
Heinitsh, Reginald Davies, Jr.	Columbia, S.C.	Hoy, William Astor, Jr.	Land-O'-Lakes, Wisc.
Willis, Milton Dean	Spartanburg, S.C.	Swanson, Darwin Earl	Mineral Point, Wisc.
Chick, Warren Blakley	Union, S.C.	Lemke, Theodore Julius	Mattoon, Wisc.
Albaugh, John Ewing	Brookings, S.D.	Larson, Charles Werner	Wonewoc, Wisc.
Hovik, Clifford Selmer	Brookings, S.D.	Keyes, Milton E.	Newcastle, Wyo.

GRADUATES FROM ADVANCED FLYING SCHOOL, MAXWELL FIELD, ALABAMA
February 7, 1941

Hearn, Robert Anderson, Jr.
Harris, William G.R.
Sena, John Michael
Rogers, Derrol Wilson
Blakeslee, John William
Smith, Raymond Miller

Brinkley, Ark.
Fort Scott, Calif.
Hartford, Conn.
New Britain, Conn.
North Haven, Conn.
Stanford, Conn.

Nash, Lloyd W.
Tingle, Alvin Orlando
Hudson, Roland Lee
Kerry, Richard John
Bing, Andrew Jackson
Schofield, Earl Spikes

Westport, Conn.
Frankford, Del.
Laurel, Del.
Sarasota, Fla.
Atlanta, Ga.
Belleville, Ill.
V-8762, A.C.

GRADUATES FROM ADVANCED FLYING SCHOOL, KELLY FIELD, TEXAS
February 7, 1941

Overstreet, Charles S., Jr.	Brewton, Ala.	Mangan, James Harrison	Tampa, Fla.
Baker, Leonidas	Fairfield, Ala.	Mirc, Rudolph Membleo	Tampa, Fla.
Savage, Columbus	Kennedy, Ala.	Keel, Henry Arthur	Umatilla, Fla.
Birnn, Richard Roland	Maxwell Field, Ala.	Hageny, Mark Conwell	Atlanta, Ga.
Rawlinson, Bolling Hall	Millbrook, Ala.	Parks, Oatis E.	Atlanta, Ga.
Crist, George Harvey	Bisbee, Ariz.	Carter, George Albert	Columbus, Ga.
Johnson, Stanley Joseph	Inspiration, Ariz.	Talley, Thomas Peter	Smyrna, Ga.
Clark, Jackson L.	Phoenix, Ariz.	Gleanny, Gake S.	Lewiston, Idaho
Henson, Lath Eugene	Phoenix, Ariz.	Harrington, Robert Edward	Lewiston, Idaho
Baird, Joe Pilcher	Tempe, Ariz.	Lowe, Edmund Alvin	McGregor, Idaho
Beal, Lawrence W.	Tucson, Ariz.	Brown, Wallace B.	Moscow, Idaho
Ransier, Harry DeLosse	Tucson, Ariz.	Killian, Carl L.	+ Maries, Idaho
Sparks, Joseph Gray	Tucson, Ariz.	Bartlett, Frank J.	Goodpoint, Idaho
Curl, Charles Clyde, Jr.	Helena, Ark.	Hicks, Hillard Durwood	S. Valley, Idaho
Lund, Nicholas Horner	Hot Springs, Ark.	Pagel, Donald Edward	Aurora, Ill.
Hamburg, Walter	Lonoke, Ark.	Knapp, Ralph Leslie	andinsville, Ill.
Wilkins, Charles Edward	Alhambra, Calif.	Robinson, Orville Elton	Chicago, Ill.
Eby, Wesley Pickett	Altadena, Calif.	Burling, Philip Ruben	Chicago, Ill.
Sault, William Edwin	Ben Lomond, Calif.	Ferguson, Paul James	Chicago, Ill.
Whipp, Robert Warren	Belmont, Calif.	Zundgut, Gustav Edward	Chicago, Ill.
Prince, Charles	Beverly Hills, Calif.	O'Fizzi, Paul Thomas	Chicago, Ill.
Brown, Howard Eugene	Burbank, Calif.	Warne, Gideon Willis	Elburn, Ill.
Rish, Arthur Clement	Burbank, Calif.	Burks, Richard W.	Ken Ellyn, Ill.
Templeton, Thomas Warren	Colton, Calif.	Schmidt, Ralph Lee	een Isle, Ill.
Chittum, Warren Arlington Jr.	Fresno, Calif.	Lewis, Harold Edwin	Marseilles, Ill.
Sanderson, William Martin	Fresno, Calif.	Jacobowitz, John Mathias	Streator, Ill.
Cla sen, Thomas	Glendale, Calif.	Wayne, Heath Hudson	Yorkville, Ill.
Sal ator, Alexander Ralph	Glendale, Calif.	Brooks, William Roy	Waukegan, Ind.
Braiv, John Franklin	Hamilton Field, Calif.	MacArthur, Donald, Jr.	Ames, Iowa
Briggs, Jim Denison	Hamilton Field, Calif.	Waggren, Paul Roger	Boone, Iowa
Gallienko, Winfred Hugh	Huntington Beach, Calif.	Berry, Harold F.	Salem, Iowa
Graham, Owen R.	Huntington Beach, Calif.	H. selbach, John Ernest	Leaven, Kans.
Kelleher, William	Long Beach, Calif.	Meier, Joseph Eugene	Clay Center, Kans.
Little, Jack Merwin	Long Beach, Calif.	Cables, James Russell	Concordia, Kans.
Epperson, Elmer Harrison	Los Angeles, Calif.	Narselkade, Clifford C., Jr.	Kansas City, Kans.
Phemis, Allen Carl	Los Angeles, Calif.	Breidenthal, Robert E.	Topeka, Kans.
Smith, Donald Thorpe	Los Angeles, Calif.	Young, George Addison	Wellington, Kans.
Van Horne, James Herbert	Los Angeles, Calif.	Julienne, Paul Sebastian, Jr.	New Orleans, La.
Younker, Earl Maye	Los Angeles, Calif.	Galbreath, Samuel Cairnes	Rock, Md.
Adams, Homer Eschal	Moffett Field, Calif.	Beth, Warren A.	An Arbor, Mich.
Torgerson, Vernon Dorian	Moffett Field, Calif.	Simpson, Charles Phillip	Baton Rouge, Mich.
Beales, Frank H.	Mountain View, Calif.	Lombard, John Darr	Ionia, Mich.
Pope, Francis Joseph	Oakland, Calif.	Chipman, George Hardy	Kalamazoo, Mich.
Epperson, Paul Leonard	Pasadena, Calif.	Stephenson, Gilbert Leon	Kalamazoo, Mich.
Reid, Richard Stetson	Pasadena, Calif.	Delaney, John Hilgers	S. Ifridge Field, Mich.
Svenningsen, Joe	Riverside, Calif.	Betz, Roscoe Armstrong	Springport, Mich.
Roth, Harry Robert	Sacramento Air Depot, Calif.	Dickinson, Wesley Edward	Dilworth, Minn.
Colley, John Thomas	San Bernardino, Calif.	West, Howard Barnell	Excelsior, Minn.
Stafford, Robert Farrell	San Francisco, Calif.	Swensen, Melvin Ray	Minneapolis, Minn.
Price, Galen Barger	Santa Barbara, Calif.	Smith, Walter Ray	St. Paul, Minn.
Triebett, Everett Edward	Santa Monica, Calif.	Christensen, James Sidney	Twin Valley, Minn.
Mason, Vincent Elmore	South Gate, Calif.	Bullock, Joe R.	University, Miss.
Biller, John Howard	Spadra, Calif.	Marshall, Roy Finley	Clayton, Mo.
Hite, William Newton	Stanford University, Calif.	Brunk, Allen Hendrix	Columbia, Mo.
Henson, Hershell Roy	Upland, Calif.	Pelkey, Ernest Edwin	Columbia, Mo.
Guillou, Alfred Victor, Jr.	Van Nuys, Calif.	Tucker, Armin John	Rolla, Mo.
Hall, Wesley H.	Boulder, Colo.	Kosar, Jack Donald	St. Joseph, Mo.
Granzow, Kent Rayburn	Denver, Colo.	Teach, William Arthur	St. Joseph, Mo.
Herzberger, James Robert	Denver, Colo.	Murphy, Robert Edward	St. Louis, Mo.
Orpen, Julius Harry	Denver, Colo.	Halett, Elroy Manker	Webb City, Mo.
McKenney, Ezra W.	Lowry Field, Colo.	Sheldon, Harold Jay, Jr.	Alzada, Mont.
Mellon, Archie	Milliken, Colo.	Croteau, Hubert Pierre	Arlee, Mont.
Wood, Everett Austin, Jr.	Trinidad, Colo.	Terrett, Luther Clampit	Billings, Mont.
David, Robert G.	Jacksonville, Fla.	Fletcher, Robert K.	Helena, Mont.
Hamilton, Jack Gleaton	Gainesville, Fla.	Clark, Glen W.	Missoula, Mont.
Langberg, Maurice K.	Jensen, Fla.	Stover, Robert Arthur	Missoula, Mont.
Gardner, Gordon Woodrow	Lutz, Fla.	Bradford, Dana William	Townsend, Mont.
Denton, Velpeau Curtis	Pahokee, Fla.	Noriega, Virgil	Omaha, Nebr.

Wolf, Harold Joseph	Lincoln, Nebr.	Schroeder, Allen Wayne	Aberdeen, S.D.
Sally, William Albert	Durham, N.C.	Townsend, Edwin Cole	Brockings, S.D.
Atwater, Alfred Sidney, Jr.	Granite Falls, N.C.	Parker, Francis Thomas	Deadwood, S.D.
Nowell, Robert Bolling	Raleigh, N.C.	Cox, Francis M.	Platte, S.D.
Easton, James Leroy	Buffalo, N.D.	House, Gale Woodrow	Sioux Falls, S.D.
Rowe, Paul Robert	Fargo, N.D.	Bailey, James Edmund, Jr.	Clarksville, Tenn.
Binkley, Donald R.	Parshall, N.D.	Hall, James Newton	Martin, Tenn.
Timlin, Francis Eugene	Scranton, N.D.	Brandon, William Harold	Nashville, Tenn.
Davie, Charles Norman	Rutherford, N.J.	Russell, Bedford Eldon	Abilene, Texas
Luther, William Elsie	Albuquerque, N.M.	Propst, John Robert	Arlington, Texas
Smith, Frank Lewis, Jr.	Roswell, N.M.	Merritt, Kenneth Taylor	Beaumont, Texas
Henderson, David Louis	Silver City, N.M.	Woodward, Valin Ridge	Big Lake, Texas
Richards, Edmund Burke	Stanley, N.M.	McCuistion, Benjamin Floyd	Kingsville, Texas
Burns, John Patterson	Akron, Ohio	Smith, Herbert Everitt, Jr.	Dallas, Texas
Wiandt, William Joseph	Akron, Ohio	Ahrens, Marvin Henry	Dallas, Texas
Watson, Ralph James	Centerburg, Ohio	Braswell, Daniel Ernest	Dallas, Texas
Murray, Charles Edward	Cincinnati, Ohio	Corley, Quentin Durward, Jr.	Dallas, Texas
Smith, Robert Eugene	Cincinnati, Ohio	Neal, Van Edgar	Dallas, Texas
Muhlenberg, David Dorrington	Columbus, Ohio	Rose, Henry John	Denton, Texas
Payne, James Osborn	Ironton, Ohio	Montgomery, Charles Arthur, Jr.	Denton, Texas
Unruh, Howard E., Jr.	Lockland, Ohio	Webb, Dallas Woodrow	Eden, Texas
Bergamyer, Roland Wilson	Marion, Ohio	Grumbles, Wilbur John	El Paso, Texas
Danner, Carl Edwin, Jr.	Miamisburg, Ohio	Redd, Raymond Joseph	Georgetown, Texas
Weaver, Douglas Charles	Rocky River, Ohio	Perrin, Charles Irvin	Greenville, Texas
Engeman, Charles Thomas	Toledo, Ohio	Marshall, Bert Wyler	Higgins, Texas
Mohn, John Henry	Tulsa, Okla.	Tarbox, Elmer Lois	Houston, Texas
Smith, Samuel Richard, Jr.	Atoka, Okla.	Dallas, Frederick Wm., Jr.	Houston, Texas
Maxwell, Wilton B.	Balko, Okla.	Strauss, Joseph David	Killeen, Texas
Mays, Ivan Kenneth	Commerce, Okla.	Gray, Robert Manning	Lubbock, Texas
Brown, Paul Eugene	Enid, Okla.	Jackson, Robert LeRoy	McKinney, Texas
Johnsdrow, Lawrence Nelson	Homestead, Okla.	Couch, John Pinkney	Medicine Mound, Texas
Strader, Noel Ross	Muskogee, Okla.	Hicks, Doyle	Mt. Pleasant, Texas
Rousek, Jay Phillip	Norman, Okla.	Melton, William Curtis, Jr.	Odessa, Texas
Lee, Jay Smith	Oklahoma City, Okla.	Larkin, Joe Mac, Jr.	Palestine, Texas
Schofield, Martin Benjamin	Sapulpa, Okla.	Hopkins, James Iredell, Jr.	Port Arthur, Texas
Miles, James Eugene, Jr.	Tulsa, Okla.	Gager, Mortimer Dahlgren, Jr.	Port Neches, Texas
Coggeshall, Robert Dwight	Waurika, Okla.	Walles, Wade Clarence, Jr.	Randolph Field, Texas
Martin, Clarence A.	Wewoka, Okla.	Penix, Guymon	San Antonio, Texas
Hale, Russell D.	Airlie, Ore.	Gonzales, Horace Roger	Throckmorton, Texas
Wienert, John Conn	Corvallis, Ore.	Keeter, John Jefferson, Jr.	Farmington, Utah
Richens, Kent J.	Eugene, Ore.	Rice, Arthur T.	Ogden, Utah
Good, Donald Edward	Eugene, Ore.	Dayhuff, Harry James	Roosevelt, Utah
Taylor, Tom Howard	Gresham, Ore.	Burgess, Merlin Karl	Salt Lake City, Utah
Carroll, Glenn Howard	Portland, Ore.	Chamberlin, William LeGrande	Salt Lake City, Utah
Grimm, Joseph Sasek	Portland, Ore.	Keele, Ralph B.	Salt Lake City, Utah
Hayes, Thomas Lloyd	Portland, Ore.	Snow, Paul Homer	Salt Lake City, Utah
Mulligan, Martin Doyle	Portland, Ore.	Walker, Leland Arthur, Jr.	Cowart, Va.
Robinson, Robert Wheatley	Upper Darby, Pa.	Cowart, Wm. Slater, Jr.	Hoquiam, Wash.
Knight, Charles Craig	Bishopville, S.C.	Beaty, Sherman Randolph, Jr.	Montesano, Wash.
Kilgore, Carey Rogers, Jr.	Charleston, S.C.	Nuttall, Alfred Charles	Seattle, Wash.
Patterson, Arthur Knox	Chester, S.C.	Brooks, Harold Weldon	Snoqualmie Falls, Wash.
Gladden, William Ross	Clinton, S.C.	McElhoe, George Charles	Spokane, Wash.
Hays, Ned Sprunt	Columbia, S.C.	Chatterton, David H.	Spokane, Wash.
Brady, Henry Grady, Jr.	Columbia, S.C.	Roberts, Eugene Paul	Almond, Wisc.
Dreisbach, Lauren Dwight	Columbia, S.C.	Brown, Harvey N.	Land-O'-Lakes, Wisc.
Heinitsh, Reginald Davies, Jr.	Columbia, S.C.	Hoy, William Astor, Jr.	Mineral Point, Wisc.
Willis, Milton Dean	Spartanburg, S.C.	Swanson, Darwin Earl	Mattoon, Wisc.
Chick, Warren Blakley	Union, S.C.	Lemke, Theodore Julius	Wonewoc, Wisc.
Albaugh, John Ewing	Brookings, S.D.	Larson, Charles Werner	Newcastle, Wyo.
Hovik, Clifford Selmer	Brookings, S.D.	Keyes, Milton E.	

GRADUATES FROM ADVANCED FLYING SCHOOL, MAXWELL FIELD, ALABAMA
 February 7, 1941

Hearn, Robert Anderson, Jr.
 Harris, William G.R.
 Sens, John Michael
 Rogers, Derrol Wilson
 Blakeslee, John William
 Smith, Raymond Miller

Brinkley, Ark.
 Fort Scott, Calif.
 Hartford, Conn.
 New Britain, Conn.
 North Haven, Conn.
 Stamford, Conn.

Nash, Lloyd W.
 Tingle, Alvin Orlando
 Hudson, Roland Lee
 Kerry, Richard John
 Bing, Andrew Jackson
 Schofield, Earl Spikes

Westport, Conn.
 Frankford, Del.
 Laurel, Del.
 Sarasota, Fla.
 Atlanta, Ga.
 Belleville, Ill.
 V-8762, A.C.

Callison, Russell Lee	East St. Louis, Ill.	Rogers, James Woodrow	Hempstead, L.I., N.Y.
Duket, Gerald Ronald	Chicago, Ill.	Spawn, Douglas Wilson	Johnstown, N.Y.
Frizen, John Edward	Chicago, Ill.	Hall, Robert Turnbull, Jr.	LeRoy, N.Y.
Kohlwes, James Grant	Chicago, Ill.	Schindler, Andrew R.	Mitchel Field, L.I., N.Y.
Miller, John Forrest	Rockford, Ill.	Ashby, William Kenneth	Buffalo, N.Y.
Moore, Charles Edwin	East Chicago, Ind.	Giblin, Richard B.	New York, N.Y.
Hauprich, Leonard Matthew	Gary, Ind.	Kutschera, Walter F.	New York, N.Y.
Ingram, Virgil, Jr.	Groenvile, Ind.	Kneeland, Herbert Durward, Jr.	Rochester, N.Y.
Morris, William Wallace, Jr.	Indianapolis, Ind.	Culver, Daniel Emery, Jr.	Warwick, N.Y.
Patrick, Merrill Francis	Indianapolis, Ind.	Gury, Robert Edward	Whitehall, N.Y.
Williams, George Kenneth	Indianapolis, Ind.	Waslenko, Michael, Jr.	Yonkers, N.Y.
Powers, Robert Bruce	Muncie, Ind.	Butler, Fenton Harris	Elizabeth City, N.C.
Persinger, Thomas Earl	Seymour, Ind.	Gwynn, Harold Frank	Leaksville, N.C.
Wood, Keith Samuel	Alden, Iowa	Murray, James Lore	Newton, N.C.
Countryman, Dayton W.	Kingsley, Iowa	Merkel, Howard W.	Tulsa, Okla.
McCracken, Murro Alvin	Manilla, Iowa	Shoup, Harry Wesley	Bessemer, Pa.
Humphrey, Donald James	Postville, Iowa	Brandt, Gordon Lewis	Bethlehem, Pa.
Von Arb, George William, Jr.	Ottawa, Kans.	Dollenberg, Fred Paul	Bustistown, Pa.
Brown, Richard Lee	Cynthiana, Ky.	Lynch, Thomas Joseph	Catasauqua, Pa.
Wallis, Edward Bullock	Lexington, Ky.	Klingensmith, Kenneth Kay	Cheswick, Pa.
Stinson, Robert G.	London, Ky.	Ziegler, Jean Leroy	Endeavor, Pa.
Gardner, Frank Stanley	Louisville, Ky.	Davis, Emmett Patterson	Library, Pa.
Potter, Kenneth Hiram	Gardiner, Me.	Smith, Milton Mervi	North East, Pa.
Barrett, Fred Hannington	Warren, Me.	Fitzgerald, Robert Johnson	Pittsburgh, Pa.
Walker, William George, Jr.	Arlington, Mass.	Gibson, James Alexander	Pittsburgh, Pa.
Cross, Adelbert DeHart	Longmadow, Mass.	Smith, Herman Fount	Port Matilda, Pa.
Shedden, Richard A.B.	Concord, Mass.	Thomas, Frank L.	Wilkinsburg, Pa.
Cullen, Arthur Vincent, Jr.	Forest Hills, Mass.	Wilson, Charles Ervin	Windber, Pa.
Butman, Paul Milton	Waltham, Mass.	Hoosel, Donald Edwin	York, Pa.
McCafferty, George O.	Worcester, Mass.	Robinson, James Dallas C.	Narragansett, R.I.
May, Richard Henry	Battle Creek, Mich.	Griffith, Charles Edwin	Providence, R.I.
Powell, Charles Edward, Jr.	Sunflower, Miss.	Mardian, Hawley White	Charleston, S.C.
Grable, Francis Lorenz	Norborne, Mo.	Mehess, Gus John	Sioux Falls, S.D.
Burrell, Harry Rice	Omaha, Nebr.	Boswell, Irving Ward	Arlington, Va.
Tudor, David Beemer	Omaha, Nebr.	Towles, Clarence Spottswood, Jr.	Reedsville, Va.
Whiting, Samuel	Wilton, N.H.	Jones, Robert Randolph	Richmond, Va.
Dorn, Wilfred Charles	Cranford, N.J.	Hatfield, Douglas Hampton	Shenandoah, Va.
Ulichny, Robert William	Irvington, N.J.	Koch, William P.	Burlington, Vt.
Geyer, Lenard Tony	Jersey City, N.J.	Zambon, Louis E.	South Ryegate, Vt.
Hoey, Charles Joseph	North Arlington, N.J.	Poage, Oren James	Huntington, W.Va.
Stone, James J.	Plainfield, N.J.	Conaway, Toy H.	Morgantown, W.Va.
Ellicht, Frank Bower	Riverton, N.J.	Bemel, John Atwood	Cuba City, Wisc.
Brennan, John Joseph, Jr.	Albany, N.Y.	Hahn, Russell Henry	Milwaukee, Wisc.
Seuber, Herbert Louis	Buffalo, N.Y.	Weldon, Thomas Franklin, Jr.	Fort Shafter, T.H.
Harrington, Earl James	Cambridge, N.Y.	-----	

It will be noted from the above list of students graduating as pilots on February 7, 1941, that the Advanced Flying School at Kelly Field, Texas, is credited with 255, and the Advanced Flying School at Maxwell Field, Ala., with 101, making a grand total of 356 who, on the day following their graduation, were commissioned second lieutenants in the Air Reserve and assigned to extended active duty with the Air Corps.

Among these graduates, California has the largest representation of any other State in the Union with her total of 40, and is followed by her customary closest rival, Texas, with 32. Other States credited with five or more students in the two classes combined are Illinois with 19; Pennsylvania, 15; New York and Oklahoma, 14 each; Ohio, 13; South Carolina, 10; Florida, Indiana, Missouri and Oregon, 9 each; Arizona and Michigan, 8 each; Colorado, Idaho, Iowa, Kansas, Montana, New Jersey, South Dakota, Utah and Wisconsin, 7 each; Massachusetts and Washington, 6 each; Alabama, Connecticut, Georgia, Minnesota and Virginia, 5 each.

Among the cities represented in the two graduating classes, Chicago, Ill., leads with 8, followed by

Los Angeles, Calif., with 5; Portland, Oregon; Dallas, Texas, and Salt Lake City, Utah, with 4 each; Tucson, Arizona; Long Beach, Calif.; Denver, Colo.; Columbia, S.C.; Indianapolis, Ind., and Omaha, Nebr., with 3 each.

Save for the States and cities mentioned, no other State is represented by more than 4 students and no other city by more than 2 students.

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NEW TRAINING SCHOOL AT LaGUARDIA AIRPORT

An announcement by the War Department on February 14th was to the effect that a training school for airplane and engine mechanics was established at the LaGuardia Airport, New York, with enlisted men of the Air Corps as students.

Operated by the Academy of Aeronautics, Inc., of New York, the school is the fifteenth such civilian agency to be designated by the Army to train enlisted Air Corps mechanics. Approximately 300 students will be admitted for training at this school before June 30, 1941. The 24 weeks' course has already started. One class of 25 men will enter every two weeks until the full enrollment of 300 is reached.

"FLYING FORTRESS" LANDS ON ICE

In past years, Army Air Corps pilots have dropped from their planes food, medical supplies, clothing, etc., to afford relief to sufferers in various localities who were lacking the necessities of life through being isolated from surrounding communities by reason of unusually severe weather conditions or through floods, earthquakes, or other unusual circumstances when the conventional means of transportation proved unequal to cope with the emergency.

Just recently, the Air Corps performed the unusual mission of dropping food to Alaskan dog teams. A B-17 "Flying Fortress" took off from the Air Corps Cold Weather Experimental Station at Ladd Field, Fairbanks, Alaska, and headed south for Burwash Landing, some 365 miles distant, carrying a cargo of 800 pounds of dried salmon. This official dog food for the Alaskan Malmuts was to be supplied to ten teams of four dogs each (40 in all) which were enroute from Chilkoot Barracks to Ladd Field, and was to be dropped along the route the dogs were scheduled to follow in their long trek.

This trip, unique in a number of ways, marked the first time an Army airplane was utilized on a mission of this kind. According to the News Letter Correspondent, the B-17 Bomber was the first airplane of its size ever to attempt a wheel landing on the glare ice of the far north. It was a case of the newest going to the aid of the oldest form of transportation in the frozen north. The Correspondent adds that "the exploit of the B-17 in landing on the ice proves that, under certain conditions, a great number of the lakes in the Far North can be used for possible landing fields, even in instances involving very large airplanes of the heavy bombardment type."

Major Dale V. Gaffney, Commanding Officer of Ladd Field, was pilot on the trip. Captain Richard S. Freeman, who subsequently lost his life in a crash near Lovelock, Nevada, was the co-pilot. Other members of the crew were Lieut. Ancil D. Baker, navigator; Tech. Sgt. K.H. Gilreath, engineer; Staff Sgts. C.V. Hunter, R.R. Gore, M.H. Baldwin, Sgt. F.C. Whidden and Cpl. G.H. Polett.

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DEATH OF CRASH VICTIMS MOURNED BY 36TH SQUADRON

By the Lowry Field Correspondent

The crash of a B-17B "Flying Fortress" near Lovelock, Nevada, on the morning of February 6, 1941, carrying two officers and six enlisted men to their deaths, brought deep sorrow to the officers and enlisted men of the 36th Bombardment Squadron at Lowry Field, Colo.

Commanded by Captain Richard S. Freeman, pilot, the plane was on the last stage of its flight from Ladd Field, Fairbanks, Alaska, to Wright Field, Ohio, when word was received that it had crashed into the side of Ragged Top Mountain, near Lovelock. Notification of the crash was received at Lowry Field at 1:30 p.m. (MST), a few minutes after the plane had been scheduled to land there for refueling and a brief stopover at the field where all of the men, except one, previously had been stationed with the 36th Bombardment Squadron.

In addition to Captain Freeman, the crew included 1st Lieut. Edward W. Ketcham, co-pilot; Tech. Sgt. Kay H. Gilreath, flight engineer; Staff Sgt. Everett Crabb, passenger; Sgts. Elmer S. Trainer, mechanic; Joseph P. Davies, assistant flight engineer; Frank C. Whidden, radio operator, and Pvt. Charles E.

Applegate, assistant radio operator, of Canon City, Colo.

Captain Freeman and the other members of the 36th Squadron on detached service at Ladd Field, were the advance contingent of men selected for their experience and ability to experiment in cold weather tests and to aid in setting up facilities for the efficient handling of a squadron of B-17 planes in the far north country. The remainder of the 36th Squadron is under orders to proceed to Elmendorf Field, Anchorage, Alaska, sometime in the near future.

Referring to the deceased airmen, Major William O. Fareckson, commanding the 36th, stated: "They were selected for their special duty because of their experience and ability to perform the tasks that they might meet in Alaskan Territory. I knew Captain Freeman intimately and had the utmost confidence in his ability both as a pilot and as a Commanding Officer. It is my personal belief that personal error was not the cause of this most sorrowful accident. Captain Freeman and the men under his command have done much to further the cause of military aviation and to insure the safe and efficient operation of aircraft of this type in the Alaskan Territory."

"On behalf of the officers and enlisted men of the 36th Bombardment Squadron, I extend my sincere sympathy to the bereaved families of these men who have died in the line of duty."

Captain Freeman attended Notre Dame University and graduated from the U.S. Military Academy at West Point, N.Y., before entering the Air Corps Training Center. He was an experienced pilot of multi-engined ships and had earned the reputation of being a "high altitude" pilot. Among the notable flights credited to Captain Freeman were the mass "Good Will" flight of B-17's to South America a few years ago, and the record flight from March Field, Calif., to Miami, Fla., and return. He was promoted to Captain in April, 1940. He joined the 36th Squadron shortly after its activation in February of last year. At the time of the fatal crash, he had over 6,000 hours in the air. He was one of the first Army pilots to fly non-stop from McCord Field, Wash., to Fairbanks, Alaska, in a B-17B, and he was the first pilot to land this type of plane in Alaska.

Captain Freeman is survived by his wife and daughter who reside in Los Angeles, Calif.

Lieut. Ketcham was a native of North Dakota. He was a pilot in his own right, and was serving as co-pilot and navigator on the ill-fated flight. He graduated from the Air Corps Training Center in 1939, and joined the 36th Squadron in July, 1940. He is survived by his wife and son, who reside in Riverside, Calif.

Tech. Sgt. Gilreath hailed from Riverside, Calif.; Staff Sgt. Crabb, from Harrisburg, Ill.; Sgts. Trainer, from San Jose, Calif.; Davies, from Dayton, Ohio; Whidden from Haines City, Fla., and Private Applegate from Canon City, Colo.

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A CORRECTION

In the January 15, 1941, issue of the Air Corps News Letter, wherein appreciation was expressed to Mr. Henry Clark, of New York City, who drew the cover page for that issue, it was erroneously stated that he is associated with the Craft Art Company. As a matter of fact, Mr. Clark is strictly "on his own."

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Appreciation is expressed to Wm. Taylor, 9th Air Base Group, Moffett Field, Calif., who drew the cover page featuring this name of the News Letter.

Borinquen Field, P.R., January 15, 1941.

25th Bombardment Group (H): The second training period of this Group ended on December 31, 1940. During this period much flying and individual training was completed (including the movement of the Group to this field from Langley Field, Va.). The Tropical "Yule Tide" season was the first for the majority of the personnel of this Group. Trade winds, palm trees and sunshine took the place of snow, but the spirit of Christmas was nevertheless prevalent.

The last transport to arrive brought more officers' and enlisted men's wives and families. The greatest problem facing them at present is that of obtaining suitable quarters in the vicinity of the post. The last transport also brought more enlisted men to the Group. They had completed courses at the Air Corps Technical Schools and were elated to escape the rigorous climate of the north.

Hqs. and Hqs. Squadron: Captain Wm. D. Jones, Squadron Commander, welcomes the dependents of personnel of this organization who recently arrived in this Department to rejoin their husband. Best wishes for a happy and pleasant stay on this island of sunshine, romance and occasions are cordially extended to the wives and families of members of this organization.

Having to spend Christmas in an entirely different atmosphere, where there was no crisp cold weather and snow mingled with families red and white figure on every corner gave the personnel of this Squadron a strange and unbelievable feeling toward the coming of Christmas. But, as the greatest day of the year appeared and the call to chow was sounded, all entered the mess hall with a "Merry Christmas" cheer to each other, and sympathy was extended to the turkeys. Everyone was very pleased with the really excellent dinner prepared by the personnel of our mess for Christmas. The cooks, most of whom are relatively new at the business of feeding hungry soldiers, prepared a meal which left nothing to be desired by anyone.

10th Bombardment Squadron (H): The Squadron entered the New Year with a chest full of accomplishments. Walks around the barracks were just recently completed. A volley ball court and horseshoe pits have been put into operation, and they afford the men in the Squadron with a healthful pastime. The goal of 100 flying hours per airplane each month has been successfully complied with. O.C.A.C. Cir-Bar 50-12 (training) has been strictly adhered to, and both crew members have obtained their fifty hours for the first six months of the fiscal year. S., the 10th Squadron will begin this ensuing year of '41 with a blank slate which will be filled with the accomplishments of '41.

12th Bombardment Squadron (H): "Hasta la vista" or "Hasta luego," are familiar words for the personnel of this Squadron, nearly all of whom are going in for Spanish in a big way. It seems that everyone wants to speak the language down "heah." Officers' classes are going along smoothly under some mighty fine tutelage. Needless to say, not many of the personnel are at odd's ends when it comes to making themselves understood by Puerto Ricans. We all suppose its the tropical climate that has a lot to do with it. You know - spending a nice warm winter here, reports of snow at home, etc.

The Squadron is emerging as a really efficient, tactical organization. A heavy flying schedule is going through with no hitches. "Flawless" is what

we call it. Squadron maintenance is being coordinated smoothly with Squadron Operations. It will be of interest to know that each airplane assigned completed over 100 hours' flying time for the month of December.

This February marks the first anniversary of the Squadron. There are many rumors of an expansion in the near future. Until that day comes around, however, we're all in there "pitching," to use one of Staff Sgt. C.P. Murphy's expressions.

35th Bombardment Squadron (H): The New Year started out in fine style, and the Squadron intends it to be a record year. We suffered the loss of 1st Sgt. Wills and Sgt. Luther, both of whom were transferred to the 13th Composite Wing.

The area around our barracks was complimented time and again as being the most attractive of any at this station. The officers and enlisted men who were responsible for making our area the "show place" of the field are very proud of their work. The basketball court is gradually rounding into shape, and another few weeks should see it in first class condition. The Squadron may well be proud of the only court on the field.

The 35th has been engaged in routine flying, administrative flying, bombing practice and various navigation problems, and the training of the personnel is progressing rapidly. This Squadron participated with the rest of the Group in the interception and simulated bombing of the Army Transport AMERICAN LEGION on January 8th. The ship was bound for New York and was 300 miles out to sea.

MacDill Field, Tampa, Fla. February 3, 1941.

29th Bombardment Group; Headquarters Squadron: That all important and long-awaited date, January 15, 1941, having come and gone, all conjecture as to "who goes where," etc., is a thing of the past. This organization furnished 67 enlisted men to the newly activated 44th Bombardment and 53rd Pursuit Groups activated upon that date. These men left this organization on January 21, 1941, and were replaced the same day by a like number of recruits. Also, upon that date sufficient personnel on detached service at the Air Corps Technical School, Chanute Field, Rantoul, Ill., were attached and assigned to bring the Squadron up to more than its authorized strength of 252 men, as of February 1, 1941, which date, incidentally, marks the first anniversary of the 29th Bombardment Group, GHQ Air Force.

Close upon the heels of both our Anniversary and our participation in the current expansion came the necessity of moving our flight section from Drew Field to MacDill Field. Since our arrival in Florida in May, 1940, we have consistently maintained at Drew Field our flight section, plus all departments contributing thereto, due to the lack of runways at MacDill Field. Now that the runways and flying field have been completed, the Squadron personnel, who have been living under canvas for the past eight months, welcome with wide open arms the movement into barracks.

This Group participated in the Inaugural Parade for President Roosevelt's third term on January 20th. All airplanes in commission were pooled to form a squadron, which was led by our Squadron Commander, Major Walter Bryte, Jr. This organization, attached to the 27th Bombardment Group (M), Savannah, Ga., formed its third squadron.

This Squadron claims the recent honor of having the first boy born in this Group among the officers -

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Paul O. Franson, III, son of 1st Lieut. and Mrs. Paul O. Franson, Jr., who arrived on January 22, 1941. This Squadron also had the honor of having the first girl born in this Group shortly after we were activated. Mary Altha, daughter of 1st Lieut. and Mrs. Bela A. Harcos, born in February 15, 1940.

6th Bombardment Squadron: The personnel strength of this organization had its ups and downs during January. On the 15th, 64 men were transferred - 27 to the 66th Bombardment Squadron of the 44th Bombardment Group, and 37 to the 13th Pursuit Squadron of the 53rd Pursuit Group. Both of these Groups were activated on January 15, 1941. A refill in personnel was provided a few days later after these boys were transferred when approximately 52 recruits were brought into this organization from the local GHQ Recruit Detachment. This Squadron provided both First Sergeants and Squadron Commanders for the 13th and 66th Squadrons. Captain Glassford and Sgt. "Mike" Arcuri are now Squadron Commander and First Sergeant, respectively, of the 13th Pursuit Squadron, and Captain Timberlake and Sgt. "Joe" Bacsek are Squadron Commander and First Sergeant, respectively, of the 66th Bombardment Squadron. Major Hugo F. Rush, former Commanding Officer of the 6th Bomb. Squadron, is now Commanding Officer of the 53rd Pursuit Group. He was succeeded in his former position by Captain Edwin L. Tucker.

Both the commissioned and enlisted personnel of this Squadron regret the loss of 1st Lieut. John E. Dahl, who was transferred to the Southeast Air District Headquarters. He was succeeded as Adjutant of the 6th Squadron by 1st Lieut. Frank L. Adams, Jr. Other additions in the commissioned personnel of this Squadron are Captain Luther J. Fairbanks and 1st Lieut. Jacob J. Brogger, who were recently transferred to this organization.

43rd Bombardment Squadron: The Squadron secured a good bunch of men during the turnover, and they are making exceptionally good progress with their drill and general duties. Fifty-two recruits joined the Squadron since January 15th and are doing their best to uphold the reputation of "Doc" Benson's Health Camp. Although the Squadron lost several good men during the break up, it is felt that the new recruits will fill their shoes.

52nd Bombardment Squadron: Eight Bombers based at Drew Field, Tampa, Fla., departed from this warm southern clime on Jan. 18th for Langley Field, Va., to bear the rigors of the frozen North for three days. The occasion prompting this flight was the Air Corps Aerial Review staged for the President on his Inauguration Day, January 20th. The flight was completed without incident, the planes returning to Drew Field on the afternoon of the 21st.

We regret the loss of 1st Lieut. J.J. "Jibbs" Brogger, who on January 24th was transferred to the 6th Squadron. To Wright Field on the same date went 1st Lieuts. H.E. Tackler and A.J. Old, Jr., to participate in high altitude tests. First Lieut. J.E. Carmack returned from a similar mission on January 27th and reported interesting experiences on his pressure chamber "flight" to 38,000 feet. After a "hop" like that, Eddie seems to be in better condition than we thought.

The junior pilots undergoing B-18 transition training have been making plenty of landings daily. Since B-18 first pilot requirements were recently lowered, these pilots have been concentrating on take-offs and landings.

Two more dances were checked off the social calendar of this Post during the past two weeks. The

first of these was the party given at Villa Euse, on the northern edge of Tampa, by the 29th Bomb. Group. The appearance of the King of Swing, Capt. G.P. "Rudy" Champion, formerly of the 52nd, undoubtedly was a contributing factor in making this social event a great success. The second of these functions was the dinner dance thrown by the MacDill Field officers' Mess at the Palm Room of the Hotel Tampa Terrace.

And it looks like that before we go to press another time, the exodus from Drew Field to the new quarters at MacDill Field will have been completed. The men have been working steadily for the past few days moving supplies and equipment to the new field, and within a fortnight the 52nd should be well settled in its new home.

44th Bombardment Group, Hqrs. Squadron: This organization was activated on January 15, 1941, with a cadre consisting of one officer and 29 enlisted men who were transferred from the Hqrs. and Hqrs. Squadron, 29th Bombardment Group (E), GHQ Air Force. The strength of the Squadron is 93 men, 29 being old soldiers and 64 recruits who were assigned from the GHQ Air Force Detachment. The Squadron Commander is Lieut. Colonel Melvin B. Asp, who is also the Group Commander.

On January 21, 1941, the permanent barracks were vacated and the Squadron moved into a thriving little metropolis, known as "Boom Town," which consists entirely of tents. In the morning a smoky pallor hangs over the entire tent area, same being caused by an ingenious little device known as a Sibley stove. (Sometimes they actually heat the tent). The morale of the Squadron is fine. There are prospects of having permanent barracks sometime in February, 1941. The men possess the proper "esprit de corps," which we believe will make this Squadron the finest at MacDill Field.

66th Bombardment Squadron: The Squadron was activated on January 15, 1941, with Captain Edward J. Timberlake as Commanding Officer. Forming the initial allotment of men to this unit were 27 from the 6th Bombardment Squadron. With 56 enlisted men from the GHQ Air Force Detachment, our strength was brought up to a total of 83. Another increase in the number of assigned personnel is expected in the near future.

On January 21st, we started our real work, the training of the 56 "new" men, by moving into "Boom Town," or Tent City.

Many of our new men are anxiously awaiting the arrival of our first airplanes, so that their practice can advance beyond the stage of "book learning." Surprising progress has been made with our Department Schools, Squadron Radio, Armament and Engineering.

Shortly after February 1st, we will move into our permanent barracks in the heart of MacDill Field. More definite schedules will then be worked out.

67th Bombardment Squadron: This organization was activated on January 15, 1941, with a cadre consisting of one officer (Major George R. Acheson) and 27 enlisted men, transferred from the 43rd Bombardment Squadron.

On January 21st, we moved to the area known as "Boom Town," and were assigned to tents for a period of approximately two weeks. On that date we were assigned 56 newly enlisted men. We had 17 men on D.S. attached. All of the new men were highly pleased over being assigned to a permanent organization, and everyone, from the Commanding Officer to the newest recruit, is working together to make this one of the best organizations in the Air Corps.

We expect to move into permanent barracks early in V-8762, A.C.

February. One of the new men, Pvt. Frank W. Flanagan, has already submitted his application for appointment as a Flying Cadet, and everyone hopes he will make the grade.

68th Bombardment Squadron: The Squadron was activated on January 15, 1941, with Captain John A. Samford as Commanding Officer. The initial allotment of 27 enlisted men from the 52nd Bombardment Squadron, coupled with 56 enlisted men from the GHQ Air Force Detachment, brought our total strength to 83. Another increase in the number of assigned personnel is expected in the near future. On January 21st, the 56 enlisted men were taken over by the Squadron in "Boom Town" tent area. From all appearances, we have some very good men among the newcomers.

Usual Squadron duties are being performed, and we are all looking for the day we move into our permanent quarters at MacDill Field, which is expected shortly after February 1st. After the move, more definite schedules are expected to be worked out which are sure to appeal to all.

Hawaiian Air Force, January 17, 1941.

Hqrs. and Hqrs. Squadron: This Squadron was activated at Fort Shafter, T.H., on November 1, 1940.

Due to the unavailability of barracks at Fort Shafter, the permanent station of this organization, it has been temporarily stationed at Hickam Field and will remain there until quarters are available at Fort Shafter. At present, the enlisted men of this organization, living in barracks at Hickam Field, are commuting daily by truck to the offices of the Hawaiian Air Force at Fort Shafter.

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Since the activation of this organization, the following named enlisted men were promoted to the grades as indicated:

To First Sergeant: Staff Sgt. James C. Hardy.

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First Sgt. James C. Hardy, discharged January 24, 1941, was the first enlisted man to be discharged and reenlisted in this organization.

Master Sgt. Dave Jacobson was assigned as Line Chief of this organization and at present is acquiring personnel and equipment to install a Technical and Training Department in the Hqrs. and Hqrs. Squadron, Hawaiian Air Force.

During January, 1941, this organization was increased in strength to 13 officers and 56 enlisted men. During this period, Pvts. 1st Cl. Ernest Lekay, Richard K. Ramm and James S. Vickers were promoted to the grade of Corporal.

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The completion of Hamilton Field's building expansion program meant a change of address for all bachelor officers at that station, most of whom had been occupying quarters in nearby civilian communities. In addition to their new home, the junior officers boast a brand new mess, started on February 1st in one of the temporary structures. Interior decorating is now the order of the day, with Lieut. Herbert Ivey out in front. However, a committee appointed to investigate the source of the Lieutenant's lace curtains and suspiciously-feminine lamp shades is expected to render a report soon, which may disqualify him in disgrace. His self-patented heat-control, on which he worked three days so that he could, by an arrangement of strings and pulleys, turn on the heat without getting off his back, has already been reported on unfavorably on the grounds that it is dangerous, subversive and morale-weakening.

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Along with wholesale promotions of enlisted men, a number of officers at this station received increases in rank during January, viz: Lieut. Colonel Ira C. Eaker to Colonel; Captains Paul S. Johnston and Thayer S. Olds to Major; 1st Lieuts. Arthur V. Jones, Jr., Charles L. Hamilton, Charles E. Coverly, Ronald F. Fellows and Barton Russell to Captain.

The fact that the city of San Rafael, Calif., is five miles from this field, the station of the 10th Pursuit Wing of the Army Air Corps, has turned out to be a very fortunate thing for the Army airmen, for the citizens of this city believe in taking care of its soldiers.

These citizens donated a fully equipped recreation center in town, a gesture that received nation-wide notice. They arranged dances and parties for the soldiers; organized a junior hostess league, so that the soldiers would have dancing partners; and invited them into their homes for Christmas dinner. But all this was not enough for the people of San Rafael.

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Hqrs. and Hqrs. Squadron, 35th Pursuit Group: This Squadron lost about 200 men in the various transfers and shifts of the past few weeks incident to forming the new Groups and squadrons, so that its strength

was reduced to only 93 men. Since, however, its authorized strength is still 204, we shall doubtless be up to that figure again in the near future. The Squadron has only seven officers assigned and three attached at the present time. Of the above 93 men, 23 are taking courses at the various Air Corps Technical Schools. This leaves the Squadron rather short handed, with hardly any privates for the various details.

On the occasion of its reorganization day, the 35th Pursuit Group planned a big celebration on February 7, 1941, featuring track and field meets and a big feed, with the squadron making the best score being offered a trophy. Everyone has been looking forward to a good time.

In the inspection of the Group by the Inspector General during the past week, this organization came through with flying colors.

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Cal-Aero Academy, Glendale, Calif.

Captain Charles J. Daly, Adjutant, Air Corps Training Detachment at Cal-Aero Academy and Curtiss-Wright Technical Institute almost since the establishment of the detachment, was transferred to the new Primary Training Center at Tulare, Calif., as Air Corps supervisor.

During his one and one-half years at Glendale, Captain Daly made several hundred speeches to all sorts of civic bodies to popularize the Air Corps expansion program.

McChord Field, Wash., January 28, 1941.

With the dawn of January 28th, a troop train carrying 175 new soldiers rolled into Tacoma. The movement consisted of 254 men at the time of departure from Chicago, but 79 men were left at Spokane, Wash., at the new air base being organized there.

The soldiers arrived at McChord Field a trifle tired, but happy and optimistic. Said Draftee Maurice Moss: "We did everything on the train except get in trouble. The NCO's saw to that."

Master Sgt. Brackett, in charge of the mess on the

trip, reported that all the officers and noncommissioned officers acting as escorts for the troops personally had a fine time on the trip, and were able to feed the men a quality of food which greatly pleased them.

Sgt. W.H. McConn, 34th Bombardment Squadron, one of the McChord Field noncommissioned officers in charge, highly praised the new soldiers' conduct, stating that they were "the easiest bunch of men to handle I ever saw."

Ten Army trucks were utilized to transport the new men to McChord Field from the train.

Sgt. H.D. Leroy maintained that the only trouble encountered on the trip was keeping the men supplied with cards, candy, postal cards and cigarettes on their three-day journey.

Most of the new soldiers are from the vicinity of Chicago, Ill., and all agree that they are well pleased with their initiation into Army life. Individual soldiers interviewed asserted that the food was fine.

Said selectee Leroy Whittenberg: "I think I'll join up for three years after my first year's training is over."

Langley Field, Va., February 7, 1941.

2nd Bombardment Group: This Group just completed the first year of its existence since the first expansion in February, 1940. During the past year it accomplished a great deal of training, most of which can be summed up in the figures given below, viz:

16 enlisted bombardiers qualified as 3d Class Bombardier;

13 officers qualified as 3rd Class Bombardier;

11,500 practice bombs were dropped in maintaining proficiency and qualification;

352 demolition bombs were dropped in combat exercises and demonstrations;

Ammunition fired in gunnery training comprised -

356,000 rounds, .30 cal.

28,000 rounds, .50 cal.

38,000 rounds, .22 cal.

87,650 rounds of skeet ammunition;

9 officers trained as Dead Reckoning Navigators;

13 officers trained as Celestial Navigators.

The average strength of officer personnel during the year was well below 20 per squadron but, through the wholehearted efforts of all, it was possible to qualify combat personnel to carry out their duties properly. It has been a difficult year, but the spirit and morale, despite the split of this famous Group, was restored to its previous high standard.

With the expected development of a ground gunnery range at Mulberry Island for the training of aerial gunners, prospects for 1941 are even brighter. It is also expected that additional day and night bombing target areas will become available and that better training can be obtained in all types of bombing.

Another split this month is casting its shadow, but all 2nd Group personnel are looking to their new commanders for the assurance of continued success.

Hqs. and Hqrs. Squadron: The afternoon of January 13, 1941, saw a brand new B-17C arrive from Wright Field, Ohio. To this Squadron was assigned the task of assisting in the completion of the Air Corps acceptance service test, evidently due to its long experience in the operation of 4-engined airplanes.

The B-17C, which is assigned to the 11th Bombardment Squadron (H), Salt Lake City, Utah, has been doing a considerable amount of traveling since its crew "took it over" at the Sacramento Air Depot on December 22, 1940. Since that date it has visited March

V-8762, A.C.

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The soldiers arrived at McChord Field a trifle tired, but happy and optimistic. Said Draftee Maurice Moss: "We did everything on the train except get in trouble. The NCO's saw to that."

Master Sgt. Brackett, in charge of the mess on the

trip, reported that all the officers and noncommissioned officers acting as escorts for the troops personally had a fine time on the trip, and were able to feed the men a quality of food which greatly pleased them.

Sgt. W.H. McConn, 34th Bombardment Squadron, one of the McChord Field noncommissioned officers in charge, highly praised the new soldiers' conduct, stating that they were "the easiest bunch of men to handle I ever saw."

Ten Army trucks were utilized to transport the new men to McChord Field from the train.

Sgt. H.D. Leroy maintained that the only trouble encountered on the trip was keeping the men supplied with cards, candy, postal cards and cigarettes on their three-day journey.

Most of the new soldiers are from the vicinity of Chicago, Ill., and all agree that they are well pleased with their initiation into Army life. Individual soldiers interviewed asserted that the food was fine.

Said selectee Leroy Whittenberg: "I think I'll join up for three years after my first year's training is over."

Langley Field, Va., February 7, 1941.

2nd Bombardment Group: This Group just completed the first year of its existence since the first expansion in February, 1940. During the past year it accomplished a great deal of training, most of which can be summed up in the figures given below, viz:

16 enlisted bombardiers qualified as 3d Class Bombardier;

13 officers qualified as 3rd Class Bombardier;

11,500 practice bombs were dropped in maintaining proficiency and qualification;

352 demolition bombs were dropped in combat exercises and demonstrations;

Ammunition fired in gunnery training comprised -

356,000 rounds, .30 cal.

28,000 rounds, .50 cal.

38,000 rounds, .22 cal.

87,650 rounds of skeet ammunition;

9 officers trained as Dead Reckoning Navigators;

13 officers trained as Celestial Navigators.

The average strength of officer personnel during the year was well below 20 per squadron but, through the wholehearted efforts of all, it was possible to qualify combat personnel to carry out their duties properly. It has been a difficult year, but the spirit and morale, despite the split of this famous Group, was restored to its previous high standard.

With the expected development of a ground gunnery range at Mulberry Island for the training of aerial gunners, prospects for 1941 are even brighter. It is also expected that additional day and night bombing target areas will become available and that better training can be obtained in all types of bombing.

Another split this month is casting its shadow, but all 2nd Group personnel are looking to their new commanders for the assurance of continued success.

Hqrs. and Hqrs. Squadron: The afternoon of January 13, 1941, saw a brand new B-17C arrive from Wright Field, Ohio. To this Squadron was assigned the task of assisting in the completion of the Air Corps acceptance service test, evidently due to its long experience in the operation of 4-engined airplanes.

The B-17C, which is assigned to the 11th Bombardment Squadron (H), Salt Lake City, Utah, has been doing a considerable amount of traveling since its crew "took it over" at the Sacramento Air Depot on December 22, 1940. Since that date it has visited March

Field, Calif.; Salt Lake City, Utah; Lowry Field, Denver, Colo.; Fort Riley, Kans., and Patterson and Wright Fields, Ohio, while enroute to this station.

Its crew, whose ruddy, healthful complexions indicated exposure to the elements, consisted of Captain J.H. Wallace, Commanding, 1st Lieuts. Parsel and Beran, 2nd Lieuts. Dougherty, Tarter and Smelser; Tech. Sgts. Flanagan, Hayes, Kurner, Staff Sgts. Nichols and Kolbus, all of the 7th Bombardment Group (H); Salt Lake City, Utah.

The zero hour for the personnel of this Squadron arrived on Jan. 15th, when assignments to the new units, the 34th and 43rd Bombardment Groups, to be located at Westover Field and Bangor, Me., respectively were officially announced at work call. Until word is received that the new fields are ready for occupancy, only the headquarters of the new units will be activated at this station.

20th Bombardment Squadron (H): Quickly and without difficulty, this Squadron became adjusted to ordinary routine duties following the holiday vacation. Personnel on leave and furlough returned in a happy frame of mind, eagerly looking forward to another successful year.

A sad note was injected when Sgt. Robert C. Homan was called by the Command Pilot - the result of an unfortunate accident on January 7th. The diminutive dark-haired Sergeant was well liked by the enlisted men for his cheerful personality and by all officers for his efficient discharge of duty and his soldierly qualities. His passing creates a void that will not easily be filled.

Aside from the anxiety over promotions and ratings incident to the creation of new organizations, life in the barracks continues its peaceful, harmonious existence, with a healthy morale permeating the entire Squadron.

49th Bombardment Squadron: Four officers and approximately 60 enlisted men of the Squadron were transferred to the two new Bombardment Groups, the 34th and 43rd, destined for station at Bangor, Me., and Westover Field, Mass. The officers transferred are Major Robert B. Williams, Captain Howard Moore, Lieuts. Joe G. Gillespie and Louis A. Almeida. Until the new units actually move to the new bases, the officers and men transferred are remaining attached to the 49th.

Lieut. Glenn C. Nye was transferred to Hqrs. and Hqrs. Squadron, 2d Wing, GHQ Air Force, on January 10th.

Returning to the Squadron were Pvts. Joseph E. McCan and George P. Petrochilos, who completed the Clerical course at Lowry Field, Colo., and Sgt. James E. Henry, who completed the Air Mechanics course at Chanute Field, Ill.

96th Bombardment Squadron: During the period from January 1st to 15th, the following men of this organization qualified as Expert Aerial Gunners: Tech. Sgts. Harold W. Moll, Raymond Tucker; Staff Sgts. Norbert D. Flinn, Gilbert L. Gilliland, John M. Klime, Woodrow W. Yarborough, Wilbur L. Spanger; Sgts. John R. Gregor, Shannon C. McBee, John J. Zuba; Pvts. 1st Cl. John B. Foux, Virgil Fuller, Wm. H. Altemus, Kenneth S. Koelle, James S. Dunford, Daniel O. Wheelan, Patsy Micacchione, Jacob Cohen, John V. Yonsavage; Cpl. James P. Ward; Pvts. Austin M. Proud, Clarence W. O'Neil, Joseph Wateske, Walter Vesloske, Anthony Traglia, Richard Koch, Samuel Portnoy, Homer K. Tinkham and Lloyd W. Lovell.

Randolph Field, Texas, February 6, 1941.

The inauguration of a thrice weekly news and feature service to be distributed to the major newspaper syndicates throughout the country was announced by the Public Relations Office at this station.

Recruiting offices, other public relations offices and newspaper aviation writers are being included on the distribution list. Copies of all releases will be mailed to civil or military agencies interested.

"Every effort will be made to get away from the trite publicity handouts. Instead, live news and feature stories with odd angles will be the aim of the service," it was stated.

Weather Office: Pvts. George R. Huxtable, Roy C. Dudley, Albert S. Gatrell and Albert M. Hoover were detailed to pursue the Teletype Maintenance course at Chanute Field, Ill.

It is expected that the Weather Office will be moved to Hangar "U" in the middle of February.

The new Weather Station at San Angelo, Texas, will be opened up by Chief of Section, Tech. Sgt. Thomas C. Cobb, who will leave with five picked men from this station in the near future.

Air Mechanic ratings in weather were received by Sgt. Gustafson, Pvt. 1st Cl. Brown, Pvts. Sloan and Knox. Pvt. 1st Cl. Schreier made the highest grade, but his rating will come through the 4th Weather Region.

Cpl. Robert G. Cook is the new NCO in charge of the Ground School Weather Office, replacing Sgt. Gustafson, who will work on the forecasting staff at this station in the future.

Parachutes: The receipt from Duncan Field of 80 new parachutes gives Randolph Field a total of 990 of Types S-1 and S-2. Captain Wilbur Erickson was detailed as Post Parachute Officer.

11th Air Base Group: In the last two weeks, 11 recruits joined the organization, and several more are expected in the near future.

Cpl. Elric J. Bordelon and Pvt. Ross W. Allen recently departed for Kansas City, Mo., to deliver a truck to this field.

Wheeler Field, T.H., January 29, 1941.

18th Pursuit Group, 6th Pursuit Squadron: After several months of dormancy, this Squadron was reactivated and is once again operating as a tactical unit in conducting Pursuit training missions in accordance with the expansion program.

The history of this Squadron dates back to March 13, 1917, when Captain John F. Curry, JMA, Signal Corps, was ordered to Fort Kamehameha, T.H., to organize and command the 6th Aero Squadron. Captain Curry selected to assist him on this mission Captain John B. Brooks, JMA, Signal Corps. These two widely known officers, the first-named now a Major General and the last-named a Brigadier General, established this Squadron as an embryo for the present rapidly expanding Hawaiian Air Force.

In September, 1918, the Squadron was designated the Sixth Observation Squadron, and it was moved from Fort Kamehameha to Ford's Island in Pearl Harbor, where Luke Field was then in process of becoming established. On January 12, 1927, what is now known as Old Wheeler Field was brought into existence, and the Squadron was moved to this new site with the title of Sixth Pursuit Squadron. From that time to the present, the Squadron has grown with the field and is now one of the Pursuit squadrons on the new and greatly enlarged Wheeler Field.

On June 17, 1940, Captain Archibald J. Hanna became V-8762, A.C.

Commanding Officer of the Squadron. In the following August, Captain Wm. S. Steele succeeded Captain Hanna when the latter took command of the 78th Pursuit Squadron.

Captain Steele became the 42nd Commander of the Squadron at a time when it was inactive, with the personnel "farmed out" to other squadrons to aid in their expansion. On December 9, 1940, the Squadron was reactivated and, under the capable direction of Captain Steele and Lieut. "Jack" Watkins, Assistant Squadron Commander, the 6th Pursuit Squadron, with a complement of 13 officers and 136 men, is forging ahead in the effort to attain that efficiency and promote that esprit de corps that is the pride of each and every unit of Uncle Sam's flying defense.

Hqrs. and Hqrs. Squadron: The organization of a Flight Section in this Squadron has tended to bring it to a par with the tactical outfits of the Group.

Until Dec. 20, 1940, this Squadron maintained no planes, and the mechanics were on special duty with the various squadrons of the Group. On that date, however, the activation of a flight section brought these trained men back home, so to speak, and, although some of the men were placed into positions of high responsibility, they responded in great shape. The Squadron can now boast a well directed engineering Section, under the guidance of Lieut. Hugh E. Garrison and Staff Sgt. Allan B. Leigh.

The 6th Pursuit Squadron, always ready to help, has offered complete cooperation in every phase of the activation, and this organization owes the 6th many thanks.

19th Pursuit Squadron: This Squadron feels justly proud of the record it set up at the last aerial gunnery camp staged at Bellows Field. Made up solely of young Kelly Field graduates, the flying personnel succeeded in qualifying all but two of its number.

Captain C.F. Hegy, Squadron Commander, used to full advantage the experience gathered from the previous camp, when he had each of his officers use the same plane that he had supervised in bore-sighting for every one of his gunnery missions. In that manner each officer knew the peculiarities in sighting of his guns and was able to concentrate on deadly accuracy after the initial practice runs. There was a vast improvement over the last camp when, through circumstances beyond control, planes were assigned at random and a pilot wasted the first ten minutes of his mission and his first ten or fifteen rounds getting adjusted to each particular sight.

For the first time in Wheeler Field history, guns were bore-sighted at night by automobile headlights in order to expedite gunnery activities and shorten the stay of the Squadron at Bellows Field. This meant hard, long tedious hours for the ground crews, and yet, through it all, the morale and spirit of cooperation of the men remained such that it drew the admiration and respect of Captain Hegy.

First Lieut. Joseph A. Morris, a recent arrival from Hamilton Field, Calif., assumed command of the Squadron during the absence of Captain Hegy, on leave for 12 days at the Kilauea Military Camp on the Island of Hawaii, where he was joined by Mrs. Hegy and their young son, Kenneth.

78th Pursuit Squadron: Officers and enlisted men of this Squadron grieve over the loss of Lieut. J.J. Weigel, who was the victim of an air collision with Lieut. H.A. Hanes, south of Wheeler Field, on January 6, 1941. Lieut. Weigel was piloting a P-36 in a 6-ship stagger formation, led by Lieut. Hanes, who

was conducting routine combat tactical training. At the time of the accident, the formation was in the process of resuming string formation at the completion of an in-place turn. Evidently losing consciousness from the impact of the collision, Lieut. Weigel did not recover in time to save himself. Lieut. Hanes was able to jump and parachuted safely to earth.

MacDill Field, Tampa, Fla., February 4, 1941.

53rd Pursuit Group, Hqrs. and Hqrs. Squadron: This Squadron was activated on January 15, 1941, at MacDill Field, and at about 2:00 p.m. on that date all men were mustered into the organization except 7 on detached service. A total of 38 men formed the cadre, and on January 21st these men moved into the tent area at the field, known as "Boom Town." The location of the Squadron Headquarters is on the corner of Sand Avenue and Dust Boulevard. After arriving here in God's country, it was soon learned that additional men would be needed - none other than those of the brawney southeast desert who could withstand the sand storms, mosquitos, sand fleas and the call of the pelicans. Forty-three men were immediately assigned and joined the organization, bringing the total up to 81 - the authorized strength to wage the war on sand spurs and mosquitos.

The parent organization of this Squadron was the Hqrs. and Hqrs. Squadron, 29th Bombardment Group, MacDill Field. Practically all the men forming the cadre were former members of the 2nd Bombardment Group, GHQ Air Force, Langley Field, Va., before the activation of the 29th Bombardment Group. The Group Commander, Major Hugo P. Rush, was formerly the commander of the 6th Bombardment Squadron of the 29th Bombardment Group.

13th Pursuit Squadron: This Squadron was activated on February 1, 1941, with a total strength of 63 enlisted men and one officer from the 6th Bombardment Squadron (H) and the GHQ Air Force Detachment at MacDill Field. At present the "Fighting Thirteenth" is located at "Boom Town," MacDill Field, pending orders for movement to (Augusta, Ga., Drew Field, Fla., Tallahassee, Fla.), and are enjoying outdoor life in the pioneer way.

Since no planes have thus far been assigned to this organization, the main duties of the men at the present time consist of laying walks, reinforcing tents, etc. The entire countryside was scoured for every piece of scrap lumber two feet long or better. Now there is a board walk along the whole length of the Squadron street - some 500 feet.

Cpl. C.M. Bailey and Pvt. H.H. Hirth departed for the Air Corps Technical School, Scott Field, Ill., to pursue the course for Aircraft Radio Operator and Mechanic. Pvt. 1st Cl. H.A. Kane left recently for the Aeroneautical University, Inc., Chicago, Ill., to pursue the Airplane and Engine Mechanics course.

14th Pursuit Squadron: This Squadron was activated from the 43rd Bombardment Squadron on January 15, 1941, with Captain Harry R. Melton, Jr., assigned as Commanding Officer. The original 37 men were attached to the 43rd Bombardment Squadron for rations and quarters until January 21, 1941, when the Squadron moved to the tent area of MacDill Field, better known as "Boom Town." On this date, 26 additional recruits were assigned to the organization, bringing the total strength to 63 enlisted men.

At the present time we are without airplanes, but are looking forward to receiving the new P-38 Inter-

ceptors when we finally arrive at our new home station which we believe will be Tallahassee, Fla.

With the formation of the new organization came seven Staff Sergeant vacancies, which made everyone happy, since almost everyone of the old men went up one grade.

15th Pursuit Squadron: On January 15, 1941, two additional Groups were formed at MacDill Field for the rapidly expanding Air Corps - the 53rd Pursuit and the 44th Bombardment Groups. This Squadron, under the command of Capt. George P. Champion, was activated with an authorized strength of 63 men - 37 previous service men being transferred from the 52nd Bombardment Squadron and 26 men from the GHQ Air Force Recruit Detachment.

The first week's existence of the Squadron was spent in making each tent as comfortable as possible and building office equipment and furniture out of scrap lumber, accumulating supplies and instructing recruits in drill, guard duty, weapons, communications, armament and mathematics.

Effective January 15, 1941, Sgts. Charlie F. Brooks, Charles J. Harper, Quinton J. Mills, James H. Taylor and Vere M. Yambert were promoted to Staff Sergeant; Cpl. James O. Bolick, Carl Gillie, Hugh M. Thomas, Gordon York, Pvts. 1st Cl. David C. Tilgham and Wm. R. Williams to Sergeant; Pvts. 1st Cl. John J. Dipinto, Allen K. Muenz, Michael S. Senick, Pvts. Edgar L. Greninger and John Starinsky to Corporal, and Pvts. Clyde O. Aultman and James Covington to Private, 1st Class.

Kelly Field, Texas, February 6, 1941.

Sometime ago, the 61st Engine Change Crew changed an engine in record time. From the time the wheels touched the ground with the old engine in flight until they were lifted again under power of the new engine, only an hour and 20 minutes elapsed. Since that time, an engine change was made in one hour and 14 minutes at another field. The 61st crew is now determined to set a record that will stand, so watch for details at a later date.

The 61st had the field champion basketball team last year. They started the contest on Engine Changing and they insist they will be the champions for some time to come in more than one endeavor.

Some of the problems confronting the officers when the G.H.Q. Detachment was formed here have come to light. Captain Storrie and his officers did and are doing a fine job. But Captain Storrie and associate officers give credit to the three sergeants who were first loaned to them by the 64th Air Base Group. When the Group left for San Angelo, two of these non-coms. elected to stay and help Captain Storrie. First Sgt. C. Sanders, who shares with Pvt. R.E. Cannon, acting 1st Sergeant, handle all details for the G.H.Q. Detachment of 1,400 men. On Sgt. J. Panos falls the detail of seeing that three messes are properly run, and that the food is abundant and properly prepared. Staff Sgt. E. Mucklezug is Supply Sergeant, succeeding Sgt. G. Wiggington who returned to his outfit two weeks ago, both having worked efficiently for long hours to insure that the new recruits are properly clothed, bedded and housed.

The new address of the 64th Air Base Group is now San Angelo, Texas. The last of the Group and the 67th and 68th School Squadrons left Kelly Field for their new home on February 4th, 265 going by rail and the rest, some 700, by private conveyances. One hundred men preceded the main body some ten days ago. The mess sergeants and cooks were flown up in

order to have a warm meal waiting for the first 100 men arriving by trucks.

Captain German P. Culver arrived from Hawaii and was made Commandant of the Cadet Detachment.

Orders were received transferring Major John Van C. Weaver to Wright Field. He had been on duty as Post Exchange Officer. Possessing a degree in aeronautical engineering, with a year's post graduate work at the Massachusetts Institute of Technology, he will be even more valuable to the service.

Westover Field, Chicopee Falls, Mass., Feb. 8, 1941.

The first all-recreation building, a motion picture theater, was officially opened at this field recently. Two shows are to be run nightly. The new theater is one of 19 buildings recently turned over to the base by contractors. It has installed new projection and sound equipment and is designed to seat 374 men.

Eight civilian applicants for Flying Cadet appointment were examined at the field on February 4th. The first enlisted man of Westover Field to pass the Flying Cadet examination and to receive an appointment is Private Charles Fundin Maas, of New Haven, Conn., who graduated from Yale University in 1939. Private Maas enlisted in the Medical Department at this field and has been on duty as Laboratory Technician.

The first formal reception for Brig. General John B. Brooks, Commanding General of the field, and Mrs. Brooks was held on Saturday night, February 1st, in the main ballroom of the Hotel Roger Smith. All commissioned personnel of the post attended.

The Headquarters Staff moved into one of the new buildings recently turned over by the contractors.

Six members of the 26th Air Base Group left for Glendale, Calif., to take a course in sheet metal work at the Curtiss-Wright Technical Institute of Aeronautics. Ninety-two enlisted men of this Group left for school to pursue a course in Airplane and Engine Mechanics, 25 going to the New England Aircraft School, Boston; 25 to the Aeronautical University, Inc., Chicago; 26 to the Academy of Aeronautics, LaGuardia Field, L.I., N.Y., and 18 to the Aviation School Division, Roosevelt Field, L.I., New York. On completion of their course they will return to this field.

Thirty Air Corps enlisted men recently left for Scott Field to pursue a course of training in the Radio Operators and Mechanics course at that station.

Sgt. Frank E. Epley, 25th Air Base Squadron, was retired from active service on January 31, 1941, after more than 30 years' service. He received 11 honorable discharges from the Regular Army. His first enlistment was in the Infantry on March 4, 1908. Since that time he served in the Cavalry, Quartermaster Corps, Coast Artillery Corps and, finally, in the Air Corps, with which he was affiliated for nearly 13 years.

At present, two runways at Westover Field are already being used for flying, one a mile and the other half a mile long. The steel work for five of the nine permanent hangars is completed, and the buildings will be completed by next June. The commissioned and enlisted personnel number nearly 1100. There is plenty of work yet to be done at the field, but when completed it will be one of the largest and finest air bases in the States.

The "Westover Bombers," the field's newly formed dance orchestra, which has only been playing together about two months, has already mastered the orchestration of about 40 popular songs, including the "Westover Field March."

Moffett Field, Calif., February 8, 1941.

Flight E, 1st Photographic Squadron: This unit participated in several flights incident to the selection of sites for flying schools to be under the jurisdiction of the Commanding General of the West Coast Air Corps Training Center. Captain Elvin F. Maughan and Staff Sgt. P.J. Martin returned from the latest mission on Jan. 24th, having accompanied Major David M. Schlatter, Director of Training for the West Coast Air Corps Training Center on such a project around Phoenix, Arizona, and flying a B-17A.

Lieut. Wilson, Infantry Reserve, was transferred to the Hqrs. Squadron of the W.C.A.C.T.C.

Lieut. Polifka departed for Wright Field to attend a special course in high altitude flying. It is contemplated installing oxygen on his desk in order to acclimate him to his basement office when he returns.

Pvt. 1st Cl. Stoddard and Pvt. Anderson recently left for Lowry Field, Colo., to take the advanced course at the Photo School.

Pvts. Kendrick and Pederson were promoted to Private, 1st Class.

Recently joining the flight were Pvts. Emil F. Thues, transferred from the 12th Materiel Squadron, and Carlyle Lewis, a newcomer in the service.

Savannah Air Base, Ga., February 7, 1941.

10th Reconnaissance Squadron: Eight men are on detached service at Chanute and Lowry Fields and at the Spartan School of Aeronautics, Tulsa, Okla., undergoing training to hold key positions in various departments of this organization.

The Squadron is looking forward to being fully equipped in the near future with hangars and airplanes.

45th Bombardment Group (L): Since the activation of this Group on January 15, 1941, many of the newer soldiers received promotions.

All units of the new Group have established their headquarters, and the administrative staffs are hard at work organizing initial records, files, etc. The remaining personnel (line, supply, materiel, etc.,) are continuing the performance of their duties with the parent organizations.

50th Bombardment Squadron: Upon the activation of this unit, Major Otto C. George was attached as its Commanding Officer, and 27 well trained men were assigned from the parent organization, the 8th Bombardment Squadron (L). The 50th is attached to the 8th Squadron for duty until its departure for its permanent station.

35th Air Base Group, 2nd Materiel Squadron: Since the formation of this Squadron on September 1, 1940, all work by the men has been performed so efficiently and completely that an unusually high morale has been attained.

Because of the rapid expansion of the Air Corps, 40 men were promoted to the N.C.O. class, and a great number to Private, 1st Class. Many received Specialist ratings.

Over 50 men were sent to Air Corps Technical Schools, and several men were appointed Flying Cadets.

Our present Squadron Commander, Captain Joseph T. Hall, Jr., has worked untiringly along with his staff of men to bring the organization to the top.

1st Materiel Squadron: Following the move from tents to the new barracks, this Squadron quickly settled down to the new routine. To the men who have lived in tents for as much as four months, the new barracks and allied buildings were a luxury.

Despite reports to the contrary, winter in Georgia's "Sunny" South isn't what it is cracked up to be. However the heating systems in the new buildings are adequate to overcome this.

As new squadrons and groups were activated on the field, 38 men were drawn from the Squadron to make up part of the 22nd Air Base Group. A smaller number were drawn to make up the 17th Bombardment Wing and Hqrs. and Hqrs. Squadron, 22nd Pursuit Wing.

Staff Sgt. Wilmer Robinson was promoted to First Sergeant.

Along with the various changes at this base came the news that the First Materiel Squadron was redesignated the 47th Materiel Squadron.

By order of Colonel Wm. B. Mayer, Group Commander, 38 men were promoted to higher grades, effective January 22nd and 23rd.

Additional recreational activities will shortly be in order in the form of a day room. The building is completed and 1st Sgt. Harold W. Reeves is now negotiating for equipment for the building.

3rd Bombardment Group Hqrs. Squadron: January saw many changes in the personnel of this Squadron. On the 22nd and 23rd of the month, promotions were made in wholesale quantities, 7 men being appointed Staff Sergeants; 16, Sergeants; 10, Corporals; 5, Air Mechanics, 1st Class, and 9, Air Mechanics, 2nd Class.

Lieut. Colonel James E. Duke, Jr., was appointed 3rd Group Executive Officer, relieving Major Guy L. McNeill, who was appointed Group Materiel Officer.

Captain O.C. George was recently promoted to Major.

Lieuts. George Crain and Glendon P. Overing are at this writing at Wright Field, Ohio, testing the new A-20A airplanes.

Lieut. Stuart H. Murphy is attending the Chemical Warfare School at Edgewood Arsenal, Aberdeen, Md.

Hqrs. Squadron, 35th Air Base Group: Many promotions were received by the men of this organization, 2 Sergeants advancing to Staff Sergeant; 8 Corporals to Sergeant and 7 Privates, 1st Class, to Corporal. A number of men are scheduled to receive Specialist ratings.

90th Bombardment Squadron: First Lieut. Stevens was recently promoted to Captain.

The newly appointed noncommissioned officers recently staged a party instead of following the usual custom of passing out the cigars.

The Squadron regrets the departure of Staff Sgt. John G. Yates, who has been a member thereof for a number of years, and hopes he will hurry back.

Ponce Air Base, Puerto Rico, February 6, 1941.

22nd Pursuit Squadron: Operations are being carried out from Borinquen Field until the runways at this base are completed.

Hqrs. Squadron, 36th Pursuit Group: Captain Stevenson resumed his duties as Squadron Commander, relieving Lieut. Goff.

Every member of the Squadron enjoys the climate of Puerto Rico and some are even now thinking about possibilities of remaining a much longer period than that required of them.

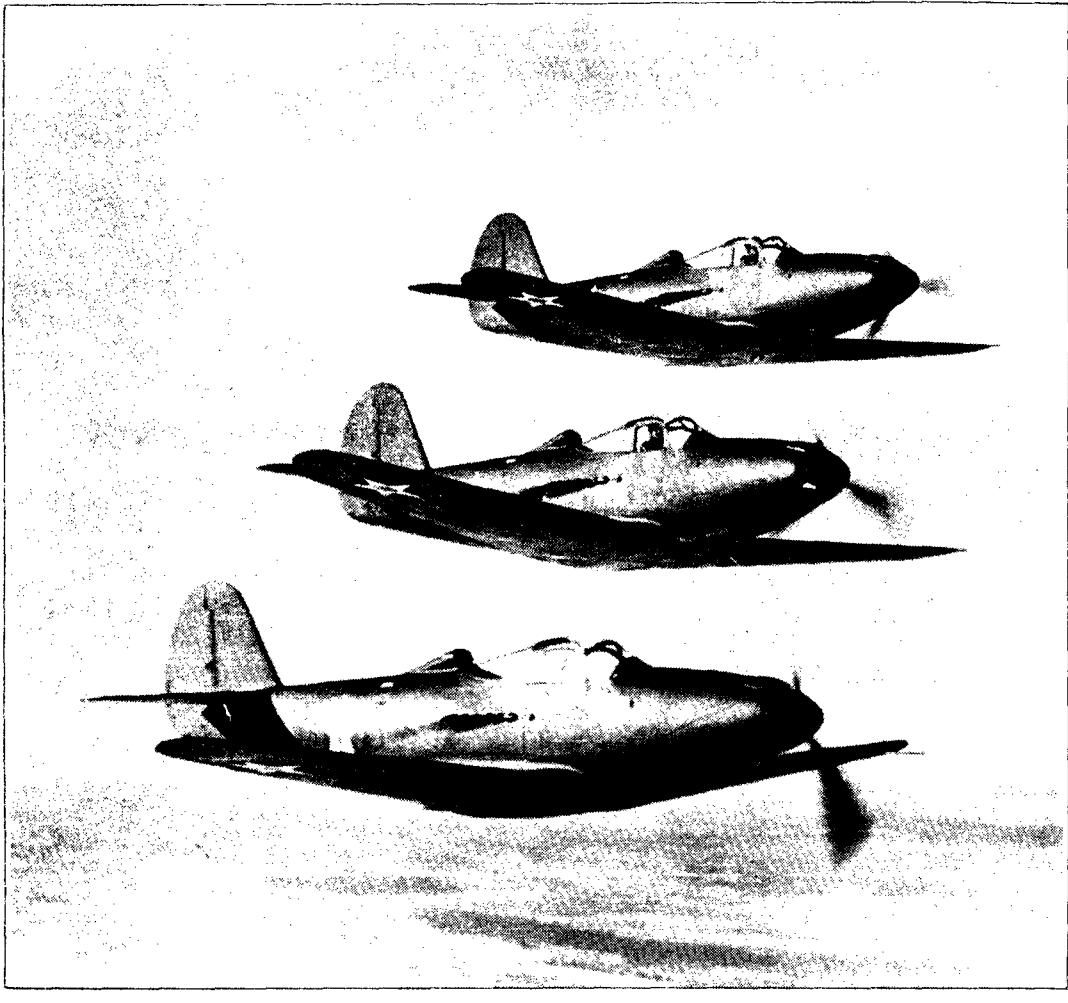
23rd Pursuit Squadron: Construction work is rapidly nearing completion, and in a short time the Squadron will move into its permanent barracks.

32nd Pursuit Squadron: Necessary mechanics and radio men are sent on D.S. to Borinquen Field to take care of the Squadron airplanes.

The morning walks and reviews are enjoyed by the men and they are disappointed when, due to inclement weather, either one is called off.

AIR CORPS

NEWS LETTER



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The purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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F L Y I N G I N S T R U C T O R S

There's more to being a flying instructor at Randolph Field than the mere ability to pilot a plane. Little known and even less publicized is the Instructor's Course at the "West Point of the Air," an intensive thirty-hour training period which every potential tutor must complete before student fliers are assigned to him.

Every five weeks, a new Instructor's Course gets under way, for it is then that from 60 to 100 newly commissioned Air Corps officers are assigned to duty at Randolph Field from a graduating class of the Advanced Flying School at Kelly Field.

In this course, emphasis is laid on the ability to teach and to detect flaws in the Flying Cadet's technique. Most important, however, is the ability to remedy these defects. The finest pilot in the world is not a qualified instructor unless he can teach his student.

The Instructor's Course is divided into three phases. First, the instructor-to-be must learn to fly a PT-type plane from the rear cockpit. The standard design of all Air Corps planes provides for the principal pilot to occupy the front seat, mainly for reason of better visibility. In training planes, however, this seat is reserved for the student. Consequently, the student in the Instructor's course must spend at least ten of the thirty hours in learning actual flying procedure from the rear. Another student instructor rides in the front cockpit on these occasions.

The second phase also is dual, but with the front cockpit occupied by the Instructor's Instructor, who is a veteran of several classes of basic training. The function of the senior instructor is to detect any errors that

may have been acquired by the young officer while learning the rear cockpit technique. The senior instructor places himself in the role of a student pilot, and demonstrates many of the common faults.

Third phase in the training of the student instructor is to fly from the front cockpit as safety pilot for a classmate in the rear.

Veteran teachers of military aviation emphasize the point that psychologically, every student pilot is a separate and distinct problem. One cadet needs to be driven to get the best results. Another needs to be cajoled; a third can best learn by leaving him strictly to his own devices.

Beginning with the class which graduated from the Advanced Flying School, Kelly Field, Texas, on October 4, 1940, and including the classes which graduated from the Advanced Flying Schools at Brooks, Kelly and Maxwell Fields on February 7, 1941, a total of 495 newly commissioned second lieutenants of the Air Reserve, who had undergone training under the status of Flying Cadets, was assigned to various Air Corps flying schools for duty as instructors.

Four successive graduating classes from the Advanced Flying School, Kelly Field, furnished flying instructors as follows:

Class of October 4, 1940.....	100
Class of November 15, 1940.....	117
Class of December 20, 1940.....	116
Class of February 7, 1941.....	91
Total.....	424

Added to this total are 17 graduates of the February 7, 1941, class from the Advanced Flying School, Brooks Field, Texas, and 54 graduates of the class which graduated on the same date from the Advanced Flying School, Maxwell

Field, Ala., making a grand total of 495, as above mentioned.

These 495 instructors were assigned to Air Corps flying schools, as follows:

Basic Flying School, Randolph Field, Texas,	243
Advanced Flying School, Kelly Field, Texas,	88
Specialized Flying School, Barksdale Field, La.,	49
Advanced Flying School, Maxwell Field, Ala.,	65
Basic Flying School, Moffett Field, Calif.,	20
Advanced Flying School, Stockton, Calif.,	30
Total	495

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P I L O T ' S I D E N T I T Y S O U G H T

The War Department recently announced that the Air Corps is seeking to identify its pilot whose warning saved a South Carolina family from its burning home.

The pilot's action was revealed in a letter addressed to President Roosevelt as Commander-in-Chief of the Army. The Air Corps is checking its stations to identify the pilot whose action evidently was considered of such a routine nature that no report was made to the War Department. When the pilot is identified, the South Carolina family will be given his name and picture, and the pilot himself will be forwarded a copy of the letter commending him for his warning.

The letter to the President follows:

"Central, S.C.,
Feb. 23, 1941.

Commander-in-Chief of U.S. Army,
Washington, D. C.

Dear Mr. Roosevelt:

Please make investigation to find out who the pilot is who was so thoughtful and adroit in his maneuvers on Wednesday, February 19th, at about one o'clock near Calhoun, S.C. (Clemson College).

It happened like this: The mother of seven children in a farm home was busy caring for three who were sick. Finally her attention was attracted by the noise of a plane which continued to roar over the house. Suddenly she realized the ship was circling above and went out to see why.

When she looked up, she saw that her house was ablaze, and roof near the point of falling in.

She succeeded in getting the children out with cover and mattress for the ill ones. In a few minutes the high wind had fanned the house away in flames,

From the classes which are scheduled to graduate from the Advanced Flying Schools at Kelly, Brooks and Maxwell Fields on March 14, 1941, it is proposed to detail 156 graduates for duty as instructors. Of Kelly Field's quota of 90, Randolph Field will receive 55; Stockton, 20, and Moffett Field, 15.

Brooks Field will furnish 14 new instructors to Randolph Field, and Maxwell Field will send 52 to the Basic Flying School at the Montgomery, Ala., Municipal Airport.

It will thus be noted that with the inclusion of the graduating classes of March 14, 1941, there will have been added a total of 551 flying instructors from Flying Cadet ranks.

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but every child was safe.

The people of this section would like to know the name of and see the picture of the boy who had time to be practical while preparing for his Country's defense. We are proud of that spirit in the boys who wear the wings.

Thank you for directing this inquiry.

Sincerely,

/s/ George Arma McDaniel, D. C.

P.S. There is no doubt as to the plane being an Army plane, for it came very low and U. S. Army was easy to read.

G. A. M."

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FLIGHT TO ALASKA FOR CHANGE OF STATION

Two officers and three enlisted men of the 73rd Bombardment Squadron, McChord Field, Wash., flew to Elmendorf Field, Anchorage, Alaska, for a permanent change of station.

A P-18A Douglas Bomber piloted by 1st Lieut. Joe G. Schneider, with 2nd Lieut. Frank L. O'Brien, Air Res., as co-pilot, left McChord Field at 5:30 A. M., February 18th and landed at Prince George, Canada, at 9:00 the same morning. At noon that day, they proceeded to White Horse and Fairbanks, Alaska. Remaining at Fairbanks overnight, they resumed their journey the following morning and arrived at Elmendorf Field at noon.

The enlisted crew aboard the plane comprised Staff Sgt. Leslie W. Williams, Engineer; Sgt. Neil E. Little, Asst. Engineer, and Pvt. Norman L. Johanson, Radio Operator.

INSURANCE AND ESTATES

By Waddell F. Smith, Major, Air Corps.
Military Personnel Division, O.C.A.C.

About the author: In civil life, Major Smith has specialized in life insurance for flying personnel and has contributed articles on the subject of insurance to the December 15, 1940, and January 1, 1941, issues of the Air Corps News Letter. He was recently ordered to active duty in the Military Personnel Division, Office of the Chief of the Air Corps. Since one of the functions of that Division is to advise on life insurance for Air Corps personnel, Major Smith will act in the capacity of insurance consultant, in addition to other duties. He expects to contribute articles in forthcoming issues of the News Letter on the subjects of wills, administration of estates, pensions and other benefits affecting military personnel, both Regular and Reserve.

The institution of Government insurance during the World War was in effect a government stamp of approval on the principle of life insurance. Its effect was so wide spread that the entire population was brought to an acceptance and adoption of the utility and safety of life insurance. It has become the most positive means of transmitting the accumulations of one generation on to the next. Since the World War the total volume of life insurance in force in all life insurance companies has trebled. Life insurance has proven itself to be the most practical medium for army personnel to create and pass on their estates to wives and children. Now the Government has again approved of life insurance by offering National Service Life Insurance to all who enter the active service, whether they be Selective Service enrollees, National Guardsmen or Reserves on active duty. This new group is and will be of low average age and the great majority without dependents. Accordingly many will fail to purchase any National Service Insurance or as much as they should. It must be applied for within 120 days of induction and that rule cannot be voided. Even though one has no dependents a moderate amount is advisable inasmuch as life insurance is sure to be needed eventually by the individual.

All organization commanders should stress the importance of it repeatedly. Strange as it seems, even National Service Life Insurance must be "sold." National Service Life Insurance is provided by the U. S. Government and the premiums assessed are only enough to cover normal mortality. All cost of administration is assumed by the Government as are all costs of extra hazards incidental to the service, either in peace time or war time. After the

insured returns to civil life he may retain his insurance on the same advantageous basis. (See War Dept. Circular 128, Oct. 31, 1940 and Circular 149, Dec. 10, 1940.) The Government has provided the insurance and it is now up to those eligible to recognize its merit and apply for it.

National Service Life Insurance must be applied for as a five year level premium term policy. At any time after one year and before the end of five years it may be converted to Ordinary Life, 20-Payment Life or 30-Payment Life. The one year period of deferment before converting is sound. First, if the term policy is dropped then the insured has not lost as he has had value received in protection. Second, the insured who converts after one year will be certain of his desire to continue the insurance for life and will have had a year to determine which policy he wishes to convert to.

Much discussion arises as to what is the best form of life insurance policy to carry. A brief discussion is herewith presented. Of the many various forms of life insurance policies, they may be divided into three classes, namely: term policies, life policies, and endowment policies. A term policy, as its name indicates, covers only a limited number of years and as it does not cover old age mortality and as it bears no cash or paid up value, the premiums are consequently low. Term insurance policies may be converted to permanent forms of insurance, but if one intends to convert them it should be done as soon as possible to obtain the rates applicable to the younger ages.

Life policies are, as the name implies, life time contracts with level premiums payable for life and the face amount of insurance payable at death whenever it occurs (Ordinary Life or Whole Life). This form is the lowest cost insurance which will provide a life time of protection. The one objection to this form of policy is that the insured does not want to have to pay premiums all his life. Insurance cost must be paid for, no matter what the form of policy, therefore to avoid the necessity of payment of premiums for life, the premiums which normally would have to be paid over the years of expectancy of an insured are simply compressed into 20 years or 30 years and the result is a 20-Payment Life

Policy or a 30-Payment Life Policy.

In the last two mentioned policies, if the insured is living at the end of the premium paying period, then no more premiums need be paid and the face amount of insurance is paid up and payable at death. The third type of policies are endowments. Any Endowment Policy must have a definite maturity date and if the insured is living on the maturity date, then the insurance ceases and the face amount is paid the insured in cash. An Endowment Policy is actually a term insurance policy written at term insurance rates with enough added to the term premium which, with earned interest, will equal the face amount of the term policy at expiration.

The three types of life insurance policy forms have been described and it is now pertinent to note that no endowment forms are available when National Service Life Insurance is converted. As the intent of the Government is to provide life insurance and as the purpose of an endowment is primarily savings, no endowment forms have been provided. The most popular form of policy is Ordinary Life (also known as Whole Life) and sixty per cent of all insurance sold each year is Ordinary Life. It provides the greatest amount of permanent protection for the least cost.

This paragraph is devoted to the insurance planning of regular officers who, when young, want to plan ahead their course in insurance buying. In general, insurance is used for three purposes, namely family protection, education of children, and provision for additional cash or income for retirement. Under average conditions family protection should be bought first and increased from time to time until the amount is deemed totally sufficient for one's estate. Next, educational endowments for children are advisable.

The usual form is an endowment policy for such period of years which equals the differential between the child's age and college age. The insurance should be on the life of the father, with a trust agreement which, in event of death, will hold the insurance principal at interest until college age when the policy will mature for cash and thereby provide the necessary educational funds. This form of insurance should not be bought until the family has first been adequately protected with Ordinary Life (or 20 or 30 Pay) insurance as it is high in cost for the amount of insurance involved. After the family has been adequately protect-

ed and provision made for education of children, then the thoughts of the head of the family will naturally turn to some form of endowment which will mature at about retirement age to provide funds for the purchase of a home. Such a program cannot be completed until the officer has had several pay increases.

A good rule to remember in deciding what kind of insurance to buy is that the natural purpose of life insurance is protection and "protection insurance" is what should be bought. However, as aforementioned, education of children and retirement endowment are valid reasons for violating the rule, but only in moderate amount.

Air Corps Officers and Air Corps Reserve Officers are today confronted with some difficulty in obtaining insurance without any restrictions imposed, such as aviation waivers and war clauses. However, insurance without such waivers and clauses can be obtained, though the companies still writing it have established limits of from \$2,500 to \$5,000. Two companies will consider individual cases up to \$10,000. The Office of the Chief of the Air Corps advocates the purchase of insurance in adequate amounts by all Air Corps personnel, especially the flying personnel. With conditions uncertain, it is not at all unlikely that the remaining companies who will write insurance without restrictions for service pilots, may at any time withdraw. The names of some companies who yet will insure service pilots will be furnished on request. Officers requesting this information should address the Office of the Chief of the Air Corps, Washington, D.C.

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ENLISTED MEN RECEIVE RAPID PROMOTION

It's news when two 22-year old soldiers are promoted to Staff Sergeant during their first enlistment but, when they are promoted several months later to Technical Sergeant, it's even bigger news.

On August 17, 1940, Randolph Field announced the appointment of two of the youngest Staff Sergeants in the army—Leroy A. Leger, of Port Neches, and Stanley E. Fulcher, of San Antonio, Texas.

Both men, members of the Finance Department, recently passed the next examination for promotion to Technical Sergeant, and their appointment as such was announced on February 15th.

Both of the young financiers already are making preparations to take the next examination in the near future for appointment to Master Sergeant.

AIR CORPS ACTIVITIES IN THE CANAL ZONE

Bombers on Industrial Good Will Mission

A shipment of rubber seeds was recently brought to the Isthmus of Panama from the Philippine Islands, but the steamer missed connections with a Brazil-bound ship. The fact that humid tropical climate is fatal to the seeds made it necessary to seek a rapid means of conveyance to transport this shipment to Brazil. The seeds were of the Hevea species and were intended for use in Brazilian rubber plantations.

As has been the case in many instances in the past where rapid transportation was urgent, the airplane once more came to the rescue.

The flight, under the command of Brig. Gen. Douglas B. Netherwood, Commanding General of the 19th Bombardment Wing, made stops at Maracaibo, Venezuela; Port of Spain, Trinidad; and Paramaribo, Dutch Guiana.

Participating flight personnel, in addition to General Netherwood, included Lt. Col. S.A. Connell, Captains M.V. Robertson, L.A. Spillman; Lieuts. A.W. Kellond, Clyde Swanson; Staff Sgts. Gustav H. Fehrm, Max Becker, J.A. Toluse, Lionel Huppe, and Pvt. J.R. Murphy.

The flight aroused considerable favorable publicity. The "Star and Herald," a leading Panama newspaper, commented on the flight in an editorial, part of which is quoted as follows:

"The lively interest in the commodity (rubber) is attested to by the many parties now out surveying possibilities. It is noted that three Canal bombers took off from Albrook Field for Para, Brazil, with a quantity of rubber tree seeds, transported as far as the Isthmus by steamer from the Philippines. The goodwill gesture was taken to preserve the seeds from germination in the hot climate of this section.

"Rubber-growing, at one time a thriving industry in Tropic America, had the life squeezed out of it by the cheaper Malayan product which for years up to the present war, dominated the market. The war has again turned the attention of the United States to the rubber opportunities that have been passed by in the American tropics. It is hoped that it is not considered in the light of an expediency, that after the war, the United States will continue to turn to its own neighbors for this valuable commodity."

Gen. Netherwood was greeted at the airport with unusual cordiality by Brazilian officials, including repre-

sentatives of the Military Commander of the 8th Military Region of Brazil, Exmo. Sur. Gen. Edgar Faco, on whom Gen. Netherwood subsequently made a courtesy call. A military guard was provided for the airplanes by the Brazilian authorities.

Gen. Faco placed a motor car at Gen. Netherwood's disposal during his stay in Belem. The General called on Mr. Walker, American Consul, and on Exmo. Sur. Dr. Jose' C. de Gama Malcher, Governor of the State of Para. In commenting on his visit, Gen. Netherwood said: "We were most cordially received and the attitude of all the officials with whom we came in contact was most friendly."

Simulated Air Combat in Panama

Army and Navy planes in the Canal Zone carried out on February 12th a joint maneuver scheduled to test the air defenses of the Panama Canal. The exercise was identical with one held about six weeks ago.

The maneuver was divided into two parts. The Army bombers acted as defending forces in the first place, but in the second, they assumed the role of enemy craft and attempted to penetrate the air defenses of the Canal Zone.

The attack began early in the morning when Navy planes, on a routine reconnaissance flight, sighted a pseudo-enemy airplane carrier in Panama Bay, about 100 miles south of the Canal Zone.

This carrier, for purposes of the exercise, was simulated by one of the Navy craft stationed in Balboa.

The Navy bombers radiced the location of the simulated carrier to Army officials in the Canal Zone. An unspecified number of heavy bombing planes, all units of the 19th Bombardment Wing, under the command of Brig. Gen. Douglas B. Netherwood, immediately took off from Albrook and France Fields and from Rio Hato, flew to the location of the "aircraft carrier," and staged a simulated bombing attack, which lasted for almost an hour. The "destruction" of the "carrier" by bombs from the defending planes concluded the first phase of the exercise. Then, as attackers belonging to an enemy force, the Bombers, flying in formation and approaching from the sea, staged a concentrated attack on the Pacific end of the Canal.

Local observers stated that the first of the attacking planes arrived over the Pacific entrance to the Canal just as the air raid sirens sounded the

usual noon signal.

Meanwhile, however, local defending forces, notified that an air armada was on its way to attack the Canal, called out planes from the 37th and 16th Pursuit Groups, which were assigned to intercept the attacks in the air and prevent them, if possible, from reaching their objectives.

The exercise only involved Navy forces and the Panama Canal Department Air Force.

Military Display in Panama

The greatest military display in the history of Panama was held on the morning of January 30th, when 14,000 troops of the Panama Canal Department, representing every unit in service in the Zone, marched before Pres. Arnulfo Arias, of Panama; Lieut. Gen. Daniel Van Voorhis, Commanding General of the Department; Maj. Gen. Sanderford Jarman, Commanding General of the Panama Canal Department Coast Artillery Command; Maj. Gen. Frank M. Andrews, Commanding General of the Panama Canal Department Air Force; and a host of other notables, at Fort Clayton on the Pacific Side. Troops from Albrook Field marched in the parade and made a most creditable showing.

As the parade was nearing its conclusion, the air armada of Bombardment, Pursuit, and Observation airplanes, led by Brig. Gen. Douglas Netherwood, roared down from the skies and flew in virtually perfect formations before the reviewing stand at an altitude of approximately 500 feet. This air show was the highlight of the display and was accomplished with such precision as to arouse universal admiration. The planes had taken off from their respective airdromes at Albrook and France Fields and Rio Hato and, by a carefully pre-arranged schedule, met at a rendezvous point, 1500 feet above Darien, Canal Zone, and then proceeded to the initial point above Paja, Rep. of Panama.

Caribbean Inspection Flight by General Van Voorhis

Lieut. Gen. Daniel Van Voorhis, Commanding General of the Panama Canal Department, who was recently placed in command of the Caribbean Defense Area, departed from Albrook Field in a C-39 on February 9th on an extensive tour of the military bases in that area.

Piloting Gen. Van Voorhis was Major Gen. Frank M. Andrews, Commanding General of the Panama Air Force, who recently returned from a similar tour of inspection of the Caribbean Defense Area. In addition to the C-39, five Bombers comprised the flight. Stops

were made at Maracaibo, Venezuela, Trinidad, Puerto Rico, and Jamaica.

Other flight personnel included Capts. Gerald E. Williams, John F. Batter, Samuel C. Gurney; 1st Lieuts. Jack L. Schoch, Donald H. Kauffman, Hiette S. Williams, Jr.; 2nd Lieuts. Mac P. Stephenson, Ernest N. Ljunggren, Wilson T. Jones, Charlie M. Ross, Alex E. Burleigh, Leland W. Johnson, Charles G. Y. Normand; Tech. Scts. Frank C. Thomas, Frank A. Brown, Eldon K. Tindall, George R. Donley, Jr., Michael F. Cycon; Staff Scts. Glenn W. Frum, Wm. M. Wicker; Scts. Frank W. Wooley, Elmo B. Solberg; Pvts. 1st Cl. Wm. C. Williams, John V. Wolslegel, and Pvt. Edward P. Welcome, all of the Air Corps.

Lieut. Col. Carl H. Rohsenberger, aide de camp to Gen. Van Voorhis, was a passenger on this flight, as were Tech. Sgt. Carroll J. Howard, and Cpl. Chester Partosh, both of the Headquarters Company, Panama Canal Department.

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ILLINOIS IN THE LEAD

To the state of Illinois goes the mythical laurels for providing the most Flying Cadets for Class 41-E, the new group of future pilots who recently started their ten weeks of training at Randolph Field, Texas, largest of the Air Corps basic flying schools.

All but nine States are represented among the 336 students of the new class, with Illinois contributing 57 of them. California ran a close second with 51, while Chic received the show spot with 40.

Other States which produced more than a dozen Flying Cadets for this newest class include Oklahoma, Indiana, Alabama, Michigan, Missouri, Georgia, Kansas, Louisiana, and Tennessee.

The nine excepted States are five in the New England sector, in addition to West Virginia, Delaware, Wyoming, and Nevada, but this is explained by the fact that student pilots from New England and from West Virginia and Delaware are trained at the Southeast Air Corps Training Center, at Maxwell Field, Ala., and men from the wide open spaces of Wyoming and Nevada are assigned to the West Coast Training Center at Moffett Field, Calif.

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The Municipal Airport at Montgomery, Ala., now utilized by the Air Corps as a Basic Flying School, was recently named "Gunter Field," in memory of the late William A. Gunter, who was mayor of that city.

RANDOLPH FLYING STUDENTS FROM ALL WALKS OF LIFE

Lawyers and doctors, school teachers and accountants, football heroes and beverage distributors, machinists and undertakers, all are on equal footing now. They're Flying Cadets of the Army Air Corps at Randolph Field, Texas, where 4,500 pilots-to-be will obtain their basic flight training in the coming year.

Flying Cadet Willard A. Patterson, of Laverne, Ala., taught grade school in his home town after attending State Teachers College at Troy, Ala. A career in the Air Corps beckoned, and he is now halfway through Randolph Field.

Wings are in the offing for Cadet Kenneth W. Kolberg, who was a distributor of a certain beverage after going to Carroll College, in Waukesha, Wisconsin, for three years.

From an accountant's desk to the cockpit of a military airplane was not a long step for Flying Cadet James E. Gor-

don, of Hillsboro, N.C. After graduating from the University of North Carolina in 1938, he was a bookkeeper for two years before the roar of mighty motors brought him to the Air Corps.

The largest business reporting firm in the country lost a good man when Flying Cadet V.S. Pharr, of Charlotte, N.C., started to learn the mysteries of military aviation.

Remember Arthur (Snake-Hips) Buck, the nation's leading scorer in the 1936 gridiron season, who was later mentioned as an All-American from Carroll College? He's "flying through the air with the greatest of ease" at Randolph Field.

Donn J. Hendricks, of Colorado Springs, Colo., played All-American basketball for the University of Colorado from 1936 to 1940. He is now substituting snap rolls and spins for free throws and pivot plays.

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R A D I O A C T I V I T I E S

"Station VO7 Calling!"

The 19th Wing Mobile Radio Section ("VO7") in the Panama Canal Zone recently made its maiden trip from Albrook Field to Madden Dam, where it set up station and went on the air. Contact was immediately established with the ground station ("WO9") of the 44th Reconnaissance Squadron at Albrook Field. Participating in the first working of "VO7" were Capts. L.H. Watnee, Air Corps, and A. J. Mandelbaum, Signal Corps; and Tech. Sgt. H.W. Pike; Staff Sgts. E. F. Darcy, G.H.L. Fehrm; Sgt. V.F. Scott; Cpl. J.M. Schwab, E.T. Dilger, H. L. Johnson; Pfts. M. P. Corse, A. Dubinsky, I. A. Parkman and B.T. Watkins; all of the 19th Wing Mobile Radio Section.

Lowry Field

Being "in the air" is no novelty for most of the men at Lowry Field, but they found something new under the sun recently when they went "on the air," the occasion for this new experience being the first in a series of 26 weekly broadcasts during the course of which six Lowry Field men matched wits for honor, glory--and cash--and for the entertainment and edification of a vast audience throughout the Rocky Mountain section.

Entitled "Test Flight," the program is broadcast from Lowry Field over the C.B.S. Radio Station KLZ, of Denver. The inaugural program went on the air from the recently completed regimental

recreation building which was filled to capacity by some 350 officers and enlisted men fortunate enough to secure the weekly allotment of admission tickets.

Six men will be selected by lot each week to participate in the program, their names being drawn from a huge drum into which several thousand name-bearing cards previously had been deposited. Each participant will be able to win up to \$22 in cash, while one will gain as an additional prize a 7-tube Philco portable radio.

Admission tickets are distributed by the Public Relations Office, 100 going to each provisional group, with the remainder reserved for officers and Flying Cadets.

Popularity of "Test Flight" is inevitable. The shows will be replete with laugh--provoking quips, fact-elicitting questions and historical data, the last contained in a brief dramatization of an outstanding aerial event. The manner with which the opening show was accented by the visible audience attested to its well balanced educational and humorous attributes, both of which, together with the general presentation of the program, were thoroughly enjoyed.

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Colonel Floyd E. Galloway, Air Corps, until recently Commanding Officer of the Advanced Flying School at Maxwell Field, Ala., was transferred to the Panama Canal Department for duty.

V-8790.A.C.

"TRANSITION"

(Impressions of a lower-class Flying Cadet after eight days at Randolph Field, Texas)

As the flag was slowly raised, I unconsciously stiffened to attention and upon me dawned the realization that my second week as a Flying Cadet at Randolph Field was about to begin.

So this was Randolph Field, the "West Point of the Air." This then is the ambition of thousands upon thousands of America's manhood. And as I thought, I realized that only eight days ago I was an outsider. (It seemed like eight years.)

But now, attired in traditional blues with garrison cap and gloves, as I listened to the blare of the bugles and the military roll of the drums, I could feel something foreign stirring inside of me. It couldn't be physical; I was positive that I hadn't changed in that respect in the past seven days. It could not be mental. I still felt the same. But deep down inside of this new Flying Cadet a transition was taking place. What was it?

Eleven weeks ago, I was entering my primary training field at Fort Worth, Texas, and looking forward to my FIRST plane ride. That's true!! Eleven weeks ago a plane and I were as far apart as El Paso and Texarkana, but when I first locked down that wing in the middle of a steep turn I knew that flying was for me. I remember how I worried and worked in passing those ten long weeks of primary training and how happy I was to graduate. I felt that it was a real accomplishment.

But when I approached Randolph Field and realized that at last I was a full-fledged Flying Cadet; saw its gleaming administration building and the "circles" and principally the Cadet area with its barracks and academic building, I knew that at last I was really in the Air Corps.

When the upperclassmen put me in my first "brace" and when I popped to attention and saluted my first officer, I began to feel that transition. This was the real United States Army Air Corps-- the Air Corps in which I had enlisted to learn to fly. True, the primary field had taught me the rudiments of piloting a plane through the air and respect for my superiors. At Randolph, however, flying is only part of the training received by each Cadet. I learned to march and to carry a rifle and its manual. Yes, I even learned table manners; but above all--discipline. It was drilled and impressed upon me,

body and soul, morning, noon and night, and truthfully, (but don't tell my upperclassmen), I love it. I love the Army, its traditions and all the name "Army" stands for.

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DEARTH OF SMITHS IN NEW FLYING CLASS

As lonely as a solitary goldfish on the dining room table is the blight of Joseph R. Smith, 22-year-old ex-farmer of Worthington, Ohio, for out of 394 Flying Cadets in the new class at Randolph Field, Texas, he is the only member of the Smith family.

Clerks were stunned when they gazed at the new roster for the first time. They checked and re-checked the list, hoping to find a mate--another Smith--for Joseph R., but without avail. Then they looked into the upper class (490 strong), also being trained currently at Randolph Field, and were rewarded by finding seven Smith's there. But that did not help the sorrows of Joseph R., since these seven are upper classmen, while Joseph R. is only a "dodo."

A total of 27 Smith's enrolled at the "West Point of the Air" since the early part of 1940, an average of four to a class, about the only consolation Joseph R. has on the whole matter is that not one of these 27 "washed out." All completed their course in grand style and graduated to advanced flying schools.

While on the subject of the exceedingly numerous members of the Smith family, word comes from Maxwell Field, Ala., that actuarians were hurled for a loss when it was discovered that there was no one named Smith in the class of 158 Flying Cadets who commenced their ten-weeks' course of training on February 12th at the Air Corps Advanced Flying School at that post. It is added that there may be found in this class a number of Cadets named Berg, Davidson, Jones, Murphy, as well as a trio of Thompsons - none of whom are related. The Cadet in the class with the most difficult name to pronounce is Edward S. Zdojkowski, of Springfield, Mass.

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To afford convenient banking service to the personnel of Hickam Field, Fort Kamehameha and Pearl Harbor, the Bishop National Bank of Honolulu opened a branch establishment of their institution at Hickam Field in February. The building is located on the inside and to the left of the Hickam main gate, and is in charge of Mr. W.J. Linquist, formerly with the bank at Schofield Barracks.

"DEVIL DCG" TO "GCB" TO FLYING "KAYDETTE"

The Marine Corps, the Navy and then the Air Corps was the path followed by Wm. M. Durosco, 27-year old Flying Cadet of Cleveland, Ohio, who now is nearing his commission in the Army Air Corps. At present, he is a Cadet Lieutenant, ranking among the first ten of 850 student pilots receiving their basic flight training at Randolph Field, Texas.

Durosco specialized in radio when he enlisted in the Marines in 1932, and emerged as a Corporal when his four year enlistment expired. Into the Navy he went for an additional four years of radio labors and, at the end of that enlistment in 1940, he was a radioman, second class.

The ambitious young man, however, had higher goals, and was bent on becoming

one of Uncle Sam's pilots. While in the Navy, every time his ship docked he hurried to the nearest flying field. He soon became a pilot and has held a private flying license for three years.

Durosco applied for appointment as Flying Cadet in the Army Air Corps, passed his entrance examination, completed his primary training at Hemet, Calif., and very shortly he will complete his basic training and leave Randolph Field for 10 weeks of advanced training, the last stage before securing his "Wings." Furthermore, he is looking forward to seven years of special night study to qualify as an aeronautical engineer.

To top off this success story, here's a little secret -- he has not had one bit of college education.

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THE WEATHER STATION AT SCOTT FIELD

Scott Field, Belleville, Ill., maintains one of the largest weather stations authorized at present by the Army Air Corps, with a personnel of five forecasters, three radio operators, seven observers and one student observer, who is undergoing training while on duty. This station operates under the supervision of Capt. Robert E. L. Eaton, Air Corps, whose position is that of Post Weather Observer.

The weather bureau is responsible for complete weather forecasts 24 hours a day. Four weather maps drawn daily, one every six hours, show weather forecasts, local conditions and a layout of the flight routes on the basis of the latest reports. Hourly observations are made of local weather. All local observations must be filed hourly with the Department of Commerce

over a teletype network maintained by the Civil Aeronautics Administration.

Regular reports are received at the field from 300 Army Air Corps Stations throughout the United States. In addition, a number of Canadian stations and ships at sea are reported.

All departments and organizations operating at the field use the service, including the provisional school group, the Air Base Group, the Engineering Construction Office, Post Headquarters, and Post Operations from where all airplane flights are controlled.

To the Air Corps the weather is very important, for the success or failure of an assignment may depend upon the accuracy of weather forecasts and other facts vital to the pilot of any plane. And many of these facts must be just that--not guesses.

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LATIN-AMERICANS IN TRAINING AT AIR CORPS FIELDS

A total of 15 officers of Latin-American countries are undergoing training at various Air Corps stations. Capt. Manuel Trujillo and Lieut. Luis E. Herrera of the Colombian Army, together with Capt. Victor Barcellos, of Brazil, are now receiving advanced pursuit training at Mitchel Field, N. Y. Recently completing the basic and advanced courses at Randolph and Kelly Fields, they are expected to remain at Mitchel Field for about three months. Capt. Barcellos is assigned to the 33rd, Capt. Trujillo to the 35th, and Lieut. Herrera to the 36th Squadrons of the 8th Pursuit Group.

Two Colombian Army aviators, 1st Lieuts. Miguel Melendez and Octavio Gonzalez, are now stationed at Selfridge Field, having recently arrived from Randolph Field, Texas. The dark green uniformed aviators will be at this air base for a period of 90 days, undergoing training and observation work in Pursuit aviation.

Four officers of the Argentinian Army are pursuing different courses at the Air Corps Technical Schools; Lieuts. Armando Amar Robles and Angel Alberto Garcia Follini, the Mechanics course at Chanute Field, Ill.; Lieuts. Ovidio Luis Gomez and Horacio Carlos Rivara,

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the Armorer's and Photographic courses, respectively, at Lowry Field, Denver, Colo.

Of six officers of the Cuban Army assigned to the Air Corps for training, Capt. Fernando R. Del Valle Diaz, 2nd, Lieuts. Roberto J.M. Henderson Bezanilla and Efrain Hernandez D'Abrigeon are

undergoing tactical training with the 154th Observation Squadron at Post Field, Fort Sill, Okla., and 1st Lieuts. Pablo F. Alonso Tchevarria, Guillermo A. Gonzalez, and Antonio Soto y Rodriguez are taking a refresher flying course at the Basic Training School at Randolph Field, Texas.

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TRAINING PROGRESS AT RANDOLPH FIELD

The rapidly increasing Army Air Corps is keeping the Flying Cadets on the move at Randolph Field, Texas, the nation's largest basic training center for America's aviators.

Hardly had 328 student pilots stepped out of the barracks, bound for advanced flying schools, when 393 graduates of primary flying schools moved in to more than fill the vacancies. At the same time, Class 41-D, numbering approximately 460 members, became upperclassmen.

Flying Cadets of the departing class (41-C) were on February 10th ordered to three posts, Kelly Field receiving 183; Brooks Field, 75; and Parksdale Field, the other 70.

On the four succeeding days, the new class (41-E) arrived from eight civilian elementary flying schools, viz: Santa Maria, 58; Glendale, 30; Hemet,

53; Muskogee, 50; Parks, 63; Hicks, 58; Oxnard, 10; and Tulsa, 71.

It was planned to honor this new class with a tea dance at the Gunter Hotel on February 22nd.

With the passing of Class 41-C and the transition of 41-D from underclass to upperclass came a new group of Flying Cadet officers and non-commissioned officers. Richard D. Stowell was designated battalion commander, F.I. Monahan, adjutant; and W. G. Renfro, Sergeant Major.

Other Flying Cadet captains are J.H. Rump, R.W. LaRocque, J.B. Latshaw, and H. Norley.

Class 41-E is smaller than 41-D for the reason that approximately 130 primary school graduates originally designated for Randolph Field, were assigned to the new basic training field at San Angelo, Texas.

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MEASLY MEASLES MUDDLE MITCHEL FIELD MEDAL PRESENTATION

A mild epidemic of measles recently broke out at Mitchel Field, N. Y., and about fifty cases were reported. The Medical detachment, however, rolled up its sleeves and in less time than it takes to say "P-40" had the situation under control. One or two of the little bugs, however, remained at large and decided to lay back and strike at a time when it would cause the most embarrassment.

Recently the War Department announced that Capt. William T. Hudnell, Jr., of the 8th Pursuit Group, had been awarded the Distinguished Flying Cross for heroic action in landing a disabled P-36A at Langley Field in April, 1940. It was decided that this medal would be presented to Capt. Hudnell by the Commanding General of the 7th Wing, Brig. Gen. John C. McDonnell, in the presence of the entire personnel of Mitchel Field, and that an aerial review would be flown after the presentation ceremony. All preliminary arrangements were made, and the date was set for 10:00 A.M., Saturday, February 1st, but old "Jupe Pluvius" let down his hair and made the field more suitable for a motorboat show with a re-

sult that the show was postponed until Saturday, February 8th. On the preceding day, word was received that Maj. Gen. Arnold would make an inspection of the Base, so that once again the newspaper and newsreel men tucked their unused film under their arms and returned home. It was decided then that neither snow, nor rain, nor sleet would prevent the presentation on Saturday, February 15th. However, everyone forgot that lone little measles bug hiding in an unknown corner! On Friday night, under cover of darkness, this little pest slipped into Capt. Hudnell's quarters and planted himself firmly for a two week's stay.

The morning of February 15th dawned rather dismally, but around 8:00 o'clock things began to clear and it looked like everything would be fine. Squadron Commanders inspected their units, while mechanics busily taxied spic and span P-40's out to the line where they lined up like saucy little sparrows. Everything was ready, and just as the control tower operator was about to play a little martial music to aid the troops in marching to their assembly points, the telephone on the Adjutant's desk rang ominously.

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ously. The Adjutant picked up the phone cheerfully, but as he listened to the voice on the other end his smile changed to an expression of utmost woe and his shoulders slumped. "It's all off, boys;" he said, "Capt. Hudnell has the measles!"

Evidently convinced that Saturday was a Jinx day, Mitchel Field officials decided on a change of tactics and

set Friday, March 7th, as the date of the presentation of the D.F.C. to Captain Hudnell. Brigadier General John C. McDonnell pinned the decoration on Captain Hudnell and, according to the press, despite the suddenness of the decision to stage the ceremony on Friday, nothing was lacking to make the event impressive, including a thrilling aerial review.

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FLYING FATALITIES IN PANAMA

Within the space of two days in mid-February, three fatal accidents occurred in the Panama Canal Department in connection with the intensive Pursuit training program. A release from the Panama Canal Department Air Force, Albrook Field, states: "While definite conclusions have not been reached as to all contributing causes of these accidents, inexperience of the flight personnel was probably one of the basic causes. All of the pilots involved in the accidents had less than 300 hours total pilot time and have been on active duty as officers in combat units less than three months."

On February 12th, 2nd Lieut. J. E. Kinsey, of the 37th Pursuit Group, flying a P-36, failed to pull out of a dive and smashed into the waters of Panama Bay with terrific force, a short distance from the U. S. Navy Destroyer "Goff" which was on patrol duty at Balboa anchorage. A rescue party in a crash boat, with Maj. R. E. Randall, Air Corps, Capt. J. F. Herman, Medical Corps, on board, which was dispatched to the scene of the crash, found the young flyer dead upon their arrival. Lieut. Kinsey, 23 years of age, whose home was at Grand Rapids, Mich., arrived in Panama for duty on December 6, 1940.

On the same day, 2nd Lieut. Wilbur P. Broemel, 25 years old, of the 16th Pursuit Group, flying a P-36, failed to return from a routine flight. Panamanian police reported to Army authorities that a plane had been observed falling a short distance from the town of Chorrera. In the jungle about five miles from Chorrera, an Army searching party located the wreckage of the plane and the pilot's body.

Second Lieut. Folmer J. Sogaard, 25 years old, also of the 16th Pursuit Group, was more fortunate. On the 12th, while flying in formation, the engine of his P-36 froze. Lieut. Sogaard bailed out and landed in the water off Vioque Point, about 10 miles south of Bruja Point where the new Air Base, Howard Field, is under construction. With the aid of his Vest Life

Preserver, he kept afloat until rescued by Maj. Arthur L. Bump, Commanding Officer, of the 16th Pursuit Group, who flew an amphibian to the scene of the accident. Lieut. Sogaard arrived at Panama on December 31, 1940.

On February 13th, 2nd Lieut. John Keplinger Fisher, 27 years old, who arrived in Panama on November 19, 1940, and who lived in Providence, was killed when his P-36 dived into the mud flats near Chorrera Point, about 50 miles from Albrook Field. He was a member of the 16th Pursuit Group and, at the time of the accident, was practicing combat maneuvers in a formation led by Capt. George H. MacIntyre. All of the planes in the formation were diving but Lieut. Fisher failed to pull out of the dive. The plane was buried deep in the mud, necessitating salvage operations.

The release further states that "On February 14th, all P-36 pursuit planes at Albrook Field were grounded while a thorough inspection was initiated. No mechanical defects have yet been discovered. Tests for carbon-monoxide gas have been undertaken to determine if excessive gas might have been a probable cause of the accidents, although it is presumed that this is unlikely."

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AIR DEFENSE RESPONSIBILITY

The War Dept. recently announced that the organization, training and operation of air defense in the continental United States in time of peace, as well as organization and training for task forces, are responsibilities of the Commanding General, GHQ Air Force.

Announcement of the organization of an air defense command under Maj. Gen. James E. Chaney, with headquarters at Mitchel Field, L.I., N.Y., was made in Dec., 1939. This command included co-ordinated control of certain anti-aircraft units, squadrons of Pursuit planes and units of the aircraft warning service of the signal communications; all are elements to be used for protecting an area against hostile air attacks.

AIR CORPS OFFICERS STUDY SPANISH

A recent announcement by the War Department is to the effect that, in view of the increased travel by Army Air Corps officers in the Western Hemisphere, all such officers, including those of the Federalized National Guard, should receive instruction in the Spanish language. The War Department instructions state:

"To this end, schedules of instruction in troop schools at all Air Corps activities should be arranged to include this subject. It is probable that at a later date limited funds may be made available for the purchase of texts, phonograph records, etc. Funds for the fire of instructors cannot, however, be made available. Information as to the availability of funds will be published at a later date. Pending availability of funds, it is desired that every effort be made to provide such instruction by improvised methods if necessary."

Steps were taken at Mitchel Field, N. Y., to organize classes for officers, it being stated that approximately 100 will avail themselves of the opportunity to learn the language. The course is being given by a Spanish teacher, sponsored by the W.P.A.

At a later date it is proposed to offer the same course for all enlisted men at Mitchel Field, and several classes will be formed to take care of the large number expected to attend.

At Lawson Field, Fort Benning, Ga., officers of the 16th and 97th Observation Squadrons are aiding the plans of the War Department as to the "Good Neighbor" policy, and 24 of them are attending Spanish classes taught by Sagra de Montgomery, viz: Maj. Reuben Kyle, Jr., Capt. Fred S. Stocks, Harry N. Burkhalter, Jr., Herbert B. Thatcher, Whiteford C. Mauldin, Philo G. Meisenholder, Lieuts. Wm. W. Amorous, John H. Griffith, Marvin S. Zipp, Charles M. Dittrich, Wm. F. Neff, Paul W. Tibbets, Thomas C. McNeal, Glenn P. Anderson, Thomas Fletcher, Jr., Broadus B. Taylor, Wendel C. Groom, Bernard W. Veatch, John L. Folts, James D. Jones, James D. Motyl, Klem F. Kalberer, James W. Newsome and Franklin E. Schroeck.

The Senora, as her pupils are sometimes disposed to call her, is the wife of Mr. Wm. Montgomery, a public accountant. A highly cultivated woman and a very charming one, according to the News Letter Correspondent, she was born in San Sebastian, Tabasco, Mexico; was educated in a convent until eleven, and then attended an English college

in Mexico City. In all of her seven years in the United States she resided at Columbus, Ga.

Assisting the officers at Lawson Field in conquering the Spanish language is Capt. Wm. S. Harlan, Medical Corps, who was in Puerto Rico from 1938 through 1940, and during the course of which did not hear an American broadcast or read an American newspaper.

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NEW BUILDING FOR MAXWELL FIELD HEADQUARTERS

The headquarters of the Advanced Flying School, Maxwell Field, Ala., was recently moved from Austin Hall to the large building constructed several months ago opposite the fire station. This move was made in order to concentrate the executive offices of the School in a single building, to place them nearer to the Operations building and flying field, also to provide additional quarters in Austin Hall for the Southeast Air Corps Training Center.

The new headquarters is modern and attractive, and includes a private office and conference room for the Commanding Officer.

An automatic telephone exchange, with a board for 600 lines and facilities for future expansion to 1,000 is being installed in the south wing of Austin Hall at Maxwell Field, Ala.

The new exchange, which will give the airdrome dial telephone service, will have two tie lines, linking directly the Advanced School at Maxwell Field with the Basic Flying School at the Municipal Airport at Montgomery. When the new exchange is placed in operation, it will be possible for any resident of the post to call any telephone by dialing.

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The War Department has approved the construction of additional facilities to house about 1,000 officers, flying cadets and enlisted men at the Flying Cadet Reception Center at Moffett Field, Calif., involving an estimated cost of \$685,275. The Chief of Engineers will have charge of the construction project, which will include 29 barracks, 4 school buildings, 2 wards, 2 day rooms, one each cafeteria, administration building, infirmary, nurses' quarters, post exchange, recreation building, warehouse, also utilities and telephone installations.

PROGRESS OF NEWLY ACTIVATED ORGANIZATIONS

Hawaii:

The 11th Bombardment Group (H), celebrated the first year of its existence on February 1, 1941. A year ago, when Hickam Field was a struggling expansion baby, this Group was activated to take up some of the influx of personnel rapidly filling Uncle Sam's largest air base. The Squadrons in this Group are the 14th, 26th and 42nd Bombardment and the 50th Reconnaissance. This Group was recently redesignated from "Medium" to "Heavy."

Langley Field, Va.

Personnel of the 37th Air Base Group, comprising the Headquarters, the 38th Air Base and the 50th Materiel Squadron, have been busily engaged in organization work and in setting up a Group Headquarters. Office space is quite crowded, but the morale of the personnel is high. There are rumors that the Group will leave Langley Field on April 15th. Enlisted men holding key positions in the Group are Master Sgt. Samuel Deman, chief clerk of the personnel section; Tech. Sgts. Wm. V. Croak, Sergeant Major; Thomas Dunn, Personnel Sergeant Major; George R. Becker, Asst. Sergeant Major; Staff Sgt. Lloyd Walker, Group Supply Sergeant; 1st Sgt. Frank Kelly, Jr., "Top Kick" of the 38th; Staff Sgts. John Bereznak, Jr., and Samuel Z. Davidson, acting 1st Sergeants of the Headquarters and 50th Materiel Squadrons, respectively.

The 13th Bombardment Group (M) was activated at Langley Field on January 15th, and commenced operations with 7 officers, 110 hand-picked enlisted men and two temporary barracks. Maj. Louis M. Merrick was assigned as Group Commander; Capt. John F. Cary, Adjutant; and 1st Lieut. John L. Sullivan, Personnel Officer. Second Lieut. Stephen D. McElroy commands the Headquarters Squadron; while 1st Lieut. Edward R. Casey, 2nd Lieuts. Chester C. Busch and Charles P. Sheffield command the 39th, 40th and 41st Bombardment Squadrons, respectively. The News Letter Correspondent, commenting on the perfect functioning of the Group from its start, states that it is now running as smoothly as a "sinker being dunked in a cup of Java."

Another link in the Air Corps fast growing chain of new organizations was forged on January 15th, with the activation of the 34th Bombardment Group (H). The initial cadre was made up of 8 officers and 110 enlisted men; the officers, in addition to the Group Com-

mander, Lieut. Col. J.W. Monahan, being Maj. R.B. Williams, Capts. F.J. Lauer, C.E. LeMay, T.G. Wold, J.R. Sutherland, Lieuts. K.M. Welborn and V.S. Wheeler, Air Corps. The 2nd Bombardment Group is the parent organization from which the personnel for the new Group were selected. The 34th Group Headquarters is temporarily located in the Skeet Range building and presents a scene of bee-hive activity. The units of the Group are the Headquarters Squadron and the 4th, 7th and 18th Bombardment Squadrons.

Hamilton Field:

Among the new units recently activated at this station is the 70th Pursuit Squadron (Interceptor), a part of the 35th Group, with a strength of 62 men. Capt. Harold B. Wright is the Squadron Commander; 1st Lieut. Henry Viccellio, Operations Officer, with the following named non-commissioned officers holding key positions: 1st Sgt. F.W. Bongartz; Master Sgt. D.A. Hanaford, Line Chief; Tech. Sgt. W.W. Young, Operations and Engineering; Staff Sgts. S. W. Sowrey, Squadron Supply; T.H. Moore, Communications; W. Williams, Technical Supply, and A.R. Black, Armament.

Wheeler Field, T.H.:

The 44th Pursuit Squadron (Interceptor) was activated at this station on January 1, 1941, with a strength of 33 men. It is expected that in the near future the strength of the organization will total 190. The Squadron Commander, 2nd Lieut. Dorr E. Newton, Jr., graduated from the Advanced Flying School, Kelly Field, Texas, in May, 1939, and was then assigned to duty in Hawaii. Alfred Drabnis, the First Sergeant of the organization, originally enlisted in the Infantry in 1936, but upon his reenlistment chose the Air Corps as his branch of the service.

Maxwell Field, Ala.:

To obviate confusion in identity of organizations at the Southeast Air Corps Training Center, the 66th Air Base Squadron and the 66th Materiel Squadron were redesignated the 58th Air Base and 72nd Materiel Squadrons, respectively.

Fort Douglas, Utah:

Activated and in process of organization are the 42nd Bombardment Group (Medium), the 16th Reconnaissance Squadron and the 39th Air Base Group. These units at present attached to the

20th Bombardment Wing are scheduled to operate from the Boise, Idaho, Air Base, now under construction. They were formed out of units stationed at Fort Douglas and will remain attached to parent units for training until further instructions are issued.

The 39th Bombardment Group (Heavy) and the 12th Reconnaissance Squadron,

activated at Salt Lake City, are attached to the 20th Wing for training and are assigned to the 5th Bombardment Wing, Spokane, Wash.

The 20th Bombardment Wing, the Fort Douglas Air Base, and the Boise Air Base are included in the recently created Northwest Air District, which is commanded by Maj. Gen. John F. Curry.

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CORRESPONDENCE SCHOOL AT SCOTT FIELD

The Air Corps Institute at Scott Field, only correspondence school of its kind in the United States, has proven to be so popular that already more than 6,800 men from 50 posts have enrolled. Applications have been received from Panama, Philippines, Hawaii and Alaska.

Under the direction of Col. Frank H. Pritchard, the Air Corps Institute was established to offer increased education to enlisted men in the Air Corps. One thousand applications are on hand, according to Col. Pritchard, and it is expected that by July 1st, 9,000 will be enrolled in the school.

Offer Many Courses

Ranging from 90 hours for spelling to 1,150 hours for draftsmanship, the courses that are open cover 33 subjects of general and technical nature. The general education section includes English, grammar, arithmetic, chemistry, and several others. The technical section includes such subjects as airplane maintenance, aviation, automobile repair, radio, elementary engineering, and other subjects concerning equipment with which the Air Corps enlisted man has daily contact.

Any enlisted man in the regular Army Air Corps is eligible to enroll for a course that might interest him. The length of time needed to complete his course is entirely up to the student, depending upon his interest, ability to learn, and rapidity with which he submits examination papers to the school for grading. He may, however, enroll in only one course at a time. No fee is attached to this service. All necessary material, instructions, tests, lessons, and examinations are furnished by the Air Corps.

May Learn Vocation

"The Air Corps Institute," explained Col. Pritchard, "offers an additional opportunity by which each and every enlisted man can map out a course of study in subjects of interest to him. Thus during his time spent in the United States Army Air Corps, a soldier may learn a vocation to be of value should he continue in the service, or if he goes back into the civilian

life.

Courses are offered primarily to those who, by reason of the detail of work assigned to them, are unable to attend such outstanding schools in the Air Corps as the Photographic School, at Lowry Field, Denver, Colo.; Mechanics School at Chanute Field, Rantoul, Ill., or the Radio School here at Scott Field," he said.

Upon completion of the courses, a diploma is issued by the Institute and suitable notation is made upon the soldier's service record. Once enrolled, a student may remain in the school as long as he desires and shows active interest in his work.

"The Air Corps Institute," Colonel Pritchard stated, "follows rather closely a plan instituted in 1920 by the United States Marine Corps, and in 1926 by the United States Coast Guard, by which enlisted personnel of these organizations were offered an opportunity for continuance of their theoretical education while in the service. The plan, although it has been provided for by the Air Corps but a short time, has met with immediate response. Enrollments have exceeded our expectations. This, I believe, reflects the ambition and serious mindedness of the average enlisted man in the Air Corps.

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Jump Take-off By Autogyro

The Pitcairn Whirlwing Autogyro was recently demonstrated at Bolling Field, D.C., for high ranking Army officers and several members of a Congressional committee. The demonstration included routine maneuvers in the air as well as unorthodox positions, during which the pilot seemed to have unusual control. The outstanding feature of the demonstration was the "jump take-off."

Combining the desirable feature of previous gyros with a helicopter's performance of a vertical take-off, this new type of autogyro added to the effectiveness of the demonstration by using automobiles to form a close barrier over which the take-off was made.

(Continued on page 15)

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FLIGHTS TO SOUTH AMERICA

The Flight to Bogota, Colombia

A B-18A Bombing plane from Albrook Field, Panama Canal Zone, was flown to Bogota, Colombia, and returned over the week-end of February 7-8, 1941. First Lt. Herbert A. Von Tungeln was the command pilot; 2nd Lts. Richard H. Gunckel and Richard G. Jones, co-pilot and navigator, respectively; Tech. Sgt. Harry P. Jones and Staff Sgt. John P. Kianka, both of the 74th Bombardment Squadron, radio operator and flight engineer, respectively. Passengers in this plane were Col. John W. Lang, Inf., Maj. Clifford A. Best, Medical Corps, and Lt. Jules DuBois. Col. Lang remained at Bogota.

Bombers Visit Peruvian Cities

Two B-18 Bombers took off simultaneously from Albrook and France Fields on the morning of February 10th, for Talara, Peru, with 1st Lts. Richard W. Simons in command and Wm. B. Mussel-

white, pilots; 2nd Lts. John P. Breckenridge, Alexander J. Duhgi, Jr., Wm. J. Meng and Benson N. Munro, co-pilots and navigators.

The enlisted radio operators and flight engineers were Staff Sgts. Anthony Chubon, Floyd W. Session; Sgts. Ernest J. Turner; and Pvt. 1st Cl. Michael Pleshko, all of the 44th Reconnaissance Squadron.

Accompanying the flight were three Peruvian military officials, who had been studying Army and Navy training methods in the Canal Zone, viz: Capt. Mariana Melgar, of the Submarine Division, Peruvian Navy; Capts. Guillermo S. Aligre and Enrique E. Bernales, of the Air Corps.

From Talara, the flight proceeded to Lima, capital of Peru, for a one-day stay. Two officers of the Peruvian Military Establishment were passengers on the return flight, during the course of which an overnight stop was made at Talara.

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MAXWELL FIELD GRADUATES ITS INITIAL CLASS

February 7, 1941, marked the graduation of the first class of flying students from the Air Corps Advanced Flying School, Maxwell Field, Ala., since its conversion in July, 1940, from its previous status as the Air Corps Tactical School. Included in its "alumni," who received their "Wings," were two officers of the Regular Army (Captain Stanley T. Wray, Corps of Engineers, and 1st Lieut. John W. Watt, Jr., Field Artillery) and 101 Flying Cadets, the names of the latter being listed in the previous issue of the News Letter.

The graduation exercises, conducted in the Post Theater, were brief but impressive. Following the invocation by the Chaplain, the then Commandant of the Advanced Flying School, Col. Floyd E. Galloway, introduced Brig. Gen. Walter R. Weaver, Commanding General of the Southeast Air Corps Training Center, who in turn introduced Brig. Gen. Davenport Johnson, Assistant to the Chief of the Air Corps, who delivered the graduation address. The graduates received their diplomas from Gen. Johnson and their "Wings" from Col. Galloway.

Families and friends of many of the students traveled great distances to witness their transition from Flying Cadets to officers.

About 44 members of the class will be

sent to the Basic Flying School at the Municipal Airport, Montgomery, Ala., for duty as flying instructors.

Class SE-41B, consisting of 40 officers of the Regular Army and 122 Flying Cadets, and now the Advanced School's upper class, is scheduled to graduate about March 15, 1941. The School's third class, SE-41C, consisting of one Regular officer and 157 Flying Cadets, began training on February 10th. Thus, 320 students are now undergoing advanced flying training at Maxwell Field.

The staff of the Advanced Flying School comprises Col. Albert L. Sneed, Commandant; Maj. Wm. F. DeWitt, (Medical Corps), Flight Surgeon; Maj. Burton M. Hovey, Jr., Director of Training; Capts. Wm. J. Holzapfel, Jr., Secretary; Troup Miller and Kurt M. Landon, Commanding Advanced Training Groups I and II, respectively; and Meredith M. Watson, Commandant of Student Officers and Flying Cadets.

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Autogyro Demonstration (From page 14)

Placing several automobiles in a semi-circle, approximately ten feet from the gyro, the pilot proceeded to take off, and cleared the barrier by a wide margin.

BREVITIES FROM HERE AND THERE

The First Materiel Squadron of the 16th Air Base Group, France Field, Canal Zone, boasts of a model airplane club, the members of which are busy day and night trying to get the little planes in the air. Cpl. Toon is apparently in the lead and expects to have his ship flying any day now. It is stated that the work is being accomplished behind closed doors, and revolutionary designs may be forthcoming.

The 67th Bombardment Squadron, MacDill Field, Fla., a new organization, has not as yet received its planes, but, while expecting to get them in the near future, the personnel are not wasting their time waiting for them. Classes have been started in the principles of airplane engines and radio, and the new men are being taught something about mounting guard.

A participant in one of the epochal events in aviation history, the Air Corps Around the World Flight in 1924, recently returned to active duty with the Air Corps. He is Maj. Leigh Wade, who piloted the Douglas World Cruiser "Boston." Maj. Wade, who for the past 12 years or so was connected with various enterprises in South America, was assigned to the Intelligence Division, Office of the Chief of the Air Corps, Washington.

Military personnel at Westover Field, Chicopee Falls, Mass., were afforded a fine treat recently on the opening day of the new Post Exchange. Over a thousand ice cream cones, "Dixie Cups" and sundaes were distributed free of charge, and without limit, each soldier receiving as much as he could eat merely for the asking. The Post Exchange, which is under the supervision of Lieut. Harry Murphy, with Frank Guinessey, formerly of Camp Upton, New York, as civilian steward, boasts of a 15-foot soda fountain, a 30-foot bar, 50 feet of booths and 44 feet of showcases.

Westover Field's aerial beacon, now under construction atop its large water tower within the reservation, will be ready for operation in a short while. Ceremonies are being prepared by post headquarters to start the operation of the beacon light, which will burn nightly as long as the post is in operation.

"Wholesome recreation, especially an opportunity to meet decent girls in a social way, is the best safeguard for

a homesick boy in a military camp," declared Lieut. Col. Eugene G. Reinartz, Medical Corps, stationed at Scott Field, Ill., during the course of an address at a recent joint regional conference in St. Louis of the U.S. Public Health Service and the American Social Hygiene Association. Col. Reinartz related how the civic organizations, police and probation officers and religious groups in the towns near Scott Field were assisting the Army officials in providing recreational centers, entertainments, dances, social contacts and athletic competitions for the soldiers.

For some time past, the News Letter has published items concerning record-breaking achievements of Air Corps mechanics in changing engines on airplanes. It appears that one News Reel concern took sufficient interest in this unofficial competition between "the men who make the airplanes fly" to film the engine change crew of the 46th School Squadron, Randolph Field, Texas, headed by Sgt. Fritz F. Kruse. The News Letter Correspondent says that this crew feels very proud over the fame they achieved through the Fox Movietone News.

Within a period of three days recently, the Salt Lake Airdrome and Fort Douglas were honored by the visit of four general officers. Major Generals Henry H. Arnold, John F. Curry, Brigadier Generals Carl Spaatz and Herbert A. Dargue were the guests of Brigadier General Walter H. Frank, Commanding the 20th Bombardment Wing, and made an inspection of the post.

Due to a series of heavy snows and to fog which appears to come from nowhere, the Salt Lake City Airdrome has been closed for periods of one and two days at a time. However, when a gust of wind would clear the field, motors would start roaring and missions would be on their way nights and holidays.

The 88th Reconnaissance Squadron at Fort Douglas, Utah, established a bombing range at Tucson, Arizona, where it has been practicing bombing. The 7th Bombardment Group has been conducting bombing practice at Muroc Lake, Calif. The Wendover bombing range for the Salt Lake Air Base is set up on the Salt Flats near Wendover, Utah.

The new hangar and other buildings on the Salt Lake Airdrome Lease have been completed, and the 7th Bombardment Group and the 88th Reconnaissance Squadron have moved in, while Wing and Base Head-

quarters, along with the 5th Air Base Group, remain at Fort Douglas, Utah.

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ENLARGEMENT OF OXNARD TRAINING CENTER

The construction of a new training center at Oxnard, Calif., comparable with the big primary training center recently completed at Ontario, Calif., was recently begun by Cal-Aero Academy, contractors for the Air Corps primary flight training.

The new construction on a tract of land embracing forty acres, directly across the highway from the Cal-Aero flying field, will include an administration and medical building, kitchen and mess hall, a recreation building, a ground school classroom building, and barracks for approximately 300 Cadets. The construction is to be of the same California type of architecture which marks the model Cal-Aero training center at Ontario, Calif. A second large hangar is also to be erected immediately, and the entire plant is to be in commission by March 22nd, according to Major C.C. Moseley, president and operator of Cal-Aero.

Up to this time Cal-Aero's Oxnard detachment has utilized as barracks and headquarters a building in the downtown section of Oxnard which was used for a high school.

Upon completion of the new facilities the Oxnard detachment will receive 135 cadets in each class instead of the present 45.

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SPRUICING UP MacDILL FIELD

Entering the first month of the second year of its existence, the Headquarters and Headquarters Squadron of the 29th Bombardment Group (H), GHQ Air Force, for the first time since its arrival in Florida, is completely based and housed on one field. Until the completion of runways, additional barracks and other necessary construction under way at the time of the arrival of the Group at MacDill Field in May, 1940, the entire Flight Section, together with the various departments contributing thereto, was maintained at Drew Field, where all flying operations had been conducted. With the completion of the runways and sufficient housing facilities for the entire organization, the ninety-odd men who had been based at Drew Field were moved to MacDill Field on February 7th.

With the assignment of permanent barracks comes the necessity of landscaping the area surrounding the new quar-

ters, a task which is well under way at the present time. Due to the irregular topography of MacDill Field, the filling-in of the many low spots in and around the barracks area presents a major problem. The Transportation Section of the Squadron is now busily engaged in this particular work, in consequence of which the Squadron area has assumed the atmosphere of a beehive.

At the rate the work is progressing, it would seem that in the very near future the barracks area will be contributing greatly to the beautification of MacDill Field.

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COLONEL SNEED RETURNS TO ACTIVE DUTY

Returning to familiar surroundings after an absence of two years, Col. Albert L. Snead, who in 1938 retired at his own request, after thirty years' service, was appointed Commanding Officer of Maxwell Field, Ala., and Commandant of the Advanced Flying School thereat, succeeding Col. Floyd E. Galloway, who was assigned to the staff of the Commanding General of the Southeast Air Corps Training Center as inspector for the 14 Army stations under the supervision of this Training Center.

Col. Snead, whose last assignment on the active list was that of Commandant of the Air Corps Tactical School at Maxwell Field, returned to that station from La Jolla, Calif., where he had been residing since his retirement. Col. Galloway had been in command of the Advanced Flying School since August 22, 1940.

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Six officers from Mitchel Field recently flew to the Buffalo Municipal Airport to answer questions of Curtiss and Bell employees in connection with an aircraft display.

Officers assigned to the detail were: Capt. Charles W. Stark, Jr., commanding the 35th Squadron, 1st Lieut. Lewis B. Meng, and 2nd Lieuts. Clermont E. Wheeler, Ingram C. Conner, Jr., David A. Campbell, and Elmer J. Cook.

Fifty enlisted men from Mitchel Field are now taking the course for airplane and airplane engine mechanics at La Guardia Field. This school is operated by the Academy of Aeronautics and is the fifteenth such civilian agency to be designated by the Army to train enlisted Air Corps mechanics. Three hundred students will be admitted for training at this school before June 30, 1941. The course is of 24 weeks' duration.

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RADIO HAMS COME INTO OWN IN AIR CORPS TECH SCHOOL

Remember those neighborhood kids whose C.Q.'s and "O. K., Old Man" used to clutter the ether waves? They were the brats who strung unsightly aerials over housetops and occasionally did a little trouble-shooting when your radio blinked out. Well, they're in the Army now.

There were some 600 with earphones glued to their heads in the big hangar in Scott Field when a sergeant stepped to the microphone.

"Let me have your attention," he called. Eager faces looked up.

"How many in this class," bawled the sergeant, "are amateur radio operators--hams?"

A bunch of hands shot skyward as broad grins spread over faces. On the sleeves of at least half a dozen of those who held up their hands were the chevrons of corporals or sergeants. For the boys who struggled along, putting their extra nickels and dimes into radio equipment, are making good in this man's Army.

Today those who have not been graduated and sent to far places to serve as radio operators for the Air Corps are receiving finishing touches in this, one of the biggest Army schools in the country. For Scott Field, projected in 1917 as a lighter-than-air field, has been converted into a magnificent school for Air Corps radio operators and teletype men.

It is a magnificent plant, this \$12,000,000 spread in which radio operators for the air wing of the Army are being trained. Although still being expanded, Scott Field today stands out as one of the best equipped enterprises of the Army and is one of three training points for ground forces for the air service. Others are Chanute Field at Rantoul, where airplane mechanics are being turned out by the thousands, and Lowry Field, Denver, where bombardiers and some ground men are being trained.

4,000 Students

Now taking the radio courses are 4,000 students, whose ranks will be expanded to 6,000 in the near future. There also are 3,000 Army men here, in addition to scores of civil instructors, 2,300 WPA workers and 1,500 working for private contractors.

The radio course being given recruits is not a catch-as-catch-can affair, rushed through in America's hurried defense preparations. It is a five-and-one-half month course of theory

and practice which turns out radio operators who can send and receive better than 20 words a minute, who know the intricacies of a radio beam and who in a pinch can act as navigators of fighting ships.

Classes, until the recent influx of students, were divided into groups of 60. Now, however, they will be stepped up until hundreds are in single classes. Some of the best brains in Army and civilian life have arranged the courses.

The first two weeks of the courses are designed to give the students sufficient mathematics to chart a course and some actual shop work; in fact, shop work runs through the entire curriculum.

Intensive Study

The next two weeks is an intensive course in direct-current electricity, with an additional two weeks in alternating current. Then come transmitter courses. First a week is spent on antennae, after which there are two weeks of theory and applied shop work, followed by two weeks' work on transmitter circuits. Another two weeks is spent on receiver circuits, completing the semester of theory.

Aircraft radio equipment is next taken up in earnest. The first week is given over to a discussion of transmitter and receiving circuits used in airplanes, and the following week brings the students face to face with the radio compass, one of the marvels of the air force.

The third week of the second semester goes to study and practice in ship-to-ship and ship-to-ground transmission and reception. This is followed by study of medium power transmitters--sending sets up to about 35 watts. The fifth week takes up high-power transmitters and the sixth goes into testing equipment.

Trouble Shooting, Too

Trouble-shooting and actual inspection of radio equipment in airplanes is also included. For instance, there are some 10 miles of radio circuits and wires in big transport ships and students must be able to chase trouble from antennae to earphones.

Final two weeks of the course to many of the students is the most interesting. For in this course the students actually fly. The school has several airplanes used as guinea pigs for the students. Ten to a ship, they are taken up on three-hour cruises, during which they send and receive from the

plane, locate their positions by radio beam, gather weather reports as directed by the instructor--in fact do all that is expected of an operator on actual duty.

Personnel of a typical class could be called the pick of the Army. Every man young and eager, everyone with a high school education or better.

Return to Original Posts

Following graduation the men are sent back to their original assignments. Most of the students here are chosen from the ranks or have enlisted for the radio service. Strict examinations and aptitude tests must be

passed before a student is admitted.

The Army, however, has pledged to give every man a chance and to carry out this promise an Air Corps Institute has been organized by Col. Frank H. Pritchard. As student pilots and other specialized Army men are culled from classes, they are sent to this institute. The institute has purchased several thousand correspondence courses, through which the men may make up their deficiencies in education.

This method was adopted from the Coast Guard and the Marines which undertook the same method of training several years ago.

--Scott Field Broadcaster.

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NAVIGATORS AND BOMBARDIERS CELEBRATE

A special Group dinner was recently held at Langley Field, Va., to mark the completion of courses of specialized training as bombardiers and navigators by 26 officers, members of Class 40-B of the Air Corps Training Center, attached to the 2nd Bombardment Group. When speech-making time arrived, Maj. Harold L. George, Group Commander, introduced Brig. Gen. Arnold N. Krogstad, Commanding General of the 2nd Wing, GHQ Air Force, who, after a short speech, presented diplomas to the graduates. In the role of Master of Ceremonies, Capt. Mosley started off the evening's entertainment. Skits presented by the 20th, 49th, 96th and Headquarters Squadrons were all in good fun and immensely enjoyed. Before the session was brought to a close, Capt. Mosley called on several of the older members of the Group to recall over what it was like in that Group a few years back. The News Letter Correspondent adds that Capt. Mosley was in fine form and instrumental in making the evening's entertainment the success it proved to be.

In connection with the instruction of this class, the Correspondent mentions Capt. Ashworth, who spent many hours delineating on the why and wherefore of the positions and meanings of the various stars and constellations, thus bringing to the embryonic navigators a complete understanding of Celestial and Dead Reckoning navigation; also Capt. Flanick, who is to be credited with the splendid schooling the officer bombardiers received in their ground school course - the same course enlisted student bombardiers are now receiving.

The 26 officers and their qualified ratings are as follows:

Bombardiers and Dead Reckoning Navigators:

Lieuts. Wm. M. Bowden, Joe G. Gillespie, Jr., Carl A. Hustad, Robert N. Keatts, Otto B. McIver, Chester H. Morneau, Paul M. Person, Clinton W. Uhr, and Craig E. Walling.

Bombardiers:

Lieuts. Charles H. Bowman, Wm. A. Garnett, Raymond T. Peterson, and Eugene A. Romig.

Celestial Navigators:

Lieuts. James O. Cobb, Winfred O. Craft, Alfred J. Hanlon, Jr., Isaac J. Haviland, Jr., John R. Holst, David A. Hornby, James H. Keenan, John N. Lavin, M.J.B. Mulholland, Douglas C. Northrop, Everett J. O'Connor, Wm. V. Ottinger, and John N. Toomey.

The ground courses consisted of about eight weeks classroom study in each subject. Upon completion of the classroom study each officer in the navigation classes performed practical flying problems in Dead Reckoning and Celestial Navigation - fulfilling the duties of Navigator in a regular bombardment airlane combat crew. The bombardiers were required to complete the standard qualification course in aerial bombing as the bombardier.

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CELEBRATING A PROMOTION IN A NEW WAY

The 72nd Bombardment Squadron at Hickam Field, T.H., adopted a rather novel method of celebrating the promotion of its Commander, Major Arthur W. Meehan. Subjected to a little hazing, he wore all day long a pair of huge oak leaves made of tin and was consequently the target for considerable heckling. Major Meehan made the front page of a Honolulu evening newspaper, with his picture and an article upon his popularity at Hickam Field.

AIR CORPS REPLACEMENT CENTERS

The War Department recently announced the redesignation of the following Reception Centers as Air Corps Replacement Centers for pilots and technicians:

1. Air Corps Replacement Center for technicians, Jefferson Barracks, Mo. This Replacement Center is placed under the control of the Commandant, The Air Corps Technical School, Chanute Field, Ill., and is exempt from Corps Area control. Jefferson Barracks itself will remain a non-exempt station under the control of the Seventh Corps Area Commander.

2. Air Corps Replacement Center for pilots, Maxwell Field, Ala., placed under the control of the Commanding General, Southeast Air Corps Training Center, Maxwell Field, and is exempt from Corps Area control.

3. Air Corps Replacement Center for pilots, Kelly Field, Texas. This center is placed under the control of the Commanding General, Gulf Coast Air Corps Training Center, Randolph Field, Texas, and is exempt from Corps Area control.

4. Air Corps Replacement Center for pilots, Moffett Field, Calif. This Replacement Center is placed under the control of the Commanding General, West Coast Air Corps Training Center, Moffett Field, and is exempt from Corps Area control.

These are the first Replacement Centers to be established for the Air Corps. Their construction has already been started. When announcement was first made regarding these new activities, they were designated as Reception Centers. The assignments of troops to these centers have not yet been made.

The War Department has approved a project for additional construction at Kelly Field, Texas, estimated to cost \$875,403, for the purpose of housing about 1,300 Flying Cadets in the Cadet Replacement Center. The Corps of Engineers is in charge of the project. The facilities to be constructed embrace 42 barracks, 6 administration buildings, 5 each mess halls and school buildings, one each fire station, infirmary, post exchange, recreation building, warehouse, water storage; also telephone installations, sewage disposal and utilities.

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COMMUNICATIONS SQUADRONS

A recent announcement of the War Department is to the effect that the 1st, 2nd and 3rd Communications Squadrons, Air Corps, will be transferred in a permanent change of station as soon as practicable. All movements will be made

by rail.

The 1st Communications Squadron will be transferred from March Field, Calif., to McClellan Field, Calif.; the 2nd from Langley Field, Va., to Patterson Field, Ohio, and the 3rd from Barksdale Field, La., to Duncan Field, Texas.

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"WINGED WARFARE"

Major General Henry H. Arnold and Lieut. Colonel Ira C. Baker, who several years ago collaborated in the publication of the book - "This Flying Game," have just recently placed before the reading public their newest effort, under the title of "Winged Warfare," a volume replete with facts concerning the role aviation is now playing in the destiny of nations. The book, profusely illustrated, is published by Harper and Brothers, New York, and a review thereof is expected to appear in the next issue of the News Letter.

THE COVER PAGE OF THIS ISSUE

A rather interesting little story is connected with the photograph of the formation of P-39 (Airacobra) Interceptor Pursuit planes on the cover page of this issue of the News Letter.

Three young fliers from Selfridge Field, Mich., Lieuts. Joseph F.B. Parker, Neel E. Kearby and Dale D. Brannon, Air Corps, were sent to Buffalo, New York, to take delivery of these planes from the Bell aircraft factory. Despite the fact that they had never seen this airplane before, they gave evidence of their skill and training when they took off from the Buffalo Municipal Airport and gave a demonstration of its handling qualities.

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CONSTRUCTION PROGRESS AT GODMAN FIELD

The hangar at Godman Field, Ky., on which construction work was started last November, and which is scheduled to be finished by the end of July, 1941, will be complete in every detail for both tactical and technical purposes.

The grading of the field is completed, and surfacing of the four runways, ranging from 3800 to 5400 feet in length by 150 feet in width, is about 65% completed. Parts of all runways are now usable; the portions under construction being marked by a yellow cross at each end.

NOTES FROM AIR CORPS FIELDS

Randolph Field, Texas.

11th Air Base: Since February 1, 1941, approximately 160 recruits were attached to this organization for rations and quarters.

Pvts. Francis S. Kee and Drayton H. Lester, Regular Army Reserve, formerly members of this command, were called back to active duty with this organization.

43rd School Squadron: Captain Ralph K. Johnson, an administrative officer of this organization, was appointed Commanding Officer of the 74th School Squadron, which will soon leave for Ellington Field, Texas.

Cpl. Neil J. Boles was promoted to Sergeant, and Pvts. Okla Bright, John H. Hinkle and Charles J. Cheek to Corporal.

46th School Squadron: Members of this organization have had their hands full equipping and feeding the never ending line of recruits, as well as adjusting themselves to the turmoil of house changes.

3rd Weather Squadron: An airplane crash on Feb. 11th took the life of Tech. Sgt. Thomas C. Cobb, Jr., who only on February 3rd was transferred to San Angelo, Texas, scene of the accident. Sgt. Cobb (24), served as weather forecaster and chief of section in the 3rd Weather Squadron detachment at this field. He enlisted in the Regular Army in June, 1934, and had moved from Kelly Field to this Field in June, 1940. He was eligible for a Reserve service commission in the Air Corps Weather Service.

Sgt. Cobb was sent to San Angelo to establish a weather station. He was flying with Lieut D.D. Cascio, who was also killed.

Transferred to San Angelo on February 3rd were Pvts. Robert T. Sloan, Wm. M. Willard, Ewell Martin, Harold G. Hodapp and James R. Malin.

Snow, a rare sight for veterans at Randolph Field, fell lightly a few hours during the early part of February.

Kelly Field, Texas.

Between February 17th and 25th, a total of 626 men of General Headquarters Detachment left the field for new stations, viz: 17 to McChord Field, Wash.; 21 to March Field, Calif.; 39 to Ft. George Wright, Spokane, Wash.; 71 to Hamilton Field, Calif.; 72 to Jefferson Barracks, Mo.; 83 to Selfridge Field, Mich.; 147 to Mitchel Field, N.Y.; and 176 to Ft. Douglas, Utah.

In the near future, 13 men will be sent to Lowry Field, Denver, Colo.

63d School Squadron: First Sgt. Milton B. McClure, who holds a commission in the Infantry Reserve, was recently ordered to active duty with the 15th Transport Squadron, Duncan Field, Texas, as Personnel Officer. First Sgt. Elmer M. Swallow, appointed to this grade upon Lieut. McClure's departure, left this organization on February 8th for duty in Panama. Sgt. Swallow's has been a story of rapid advancement since he came to Kelly Field last July as a Private.

McChord Field, Wash.

95th Bombardment Squadron: The new year opened with a burst of unprecedented activity for Squadron personnel, due to arrival of new officers, activation of new units, promotions, assignments, intensive search for a lost bombing plane, arrival

of new equipment and sundry other matters, all in addition to regular training duties.

Early in January, Capt. Ernest H. Lawson, Squadron commander, was promoted to Major. He still remains in command of the 95th, as well as of two newly activated units, the 83rd and 84th Light Bombardment Squadrons.

First Lieut. George A. Blakey, promoted to Captain, will be assigned as Squadron operations officer, relieving Capt. Donald B. Brummel, a member of the 95th for two and one-half years, who was assigned to the headquarters of the Northwest Air District at Spokane, Wash. The personnel of the 95th regret his departure but wish him the best of luck in his new duties.

Second Lieuts. Fredrick J. Knorre, Glen R. Birchard, Harry V. Hubbard and Angus C.B. Mac Phae, Jr. were promoted to 1st Lieutenant.

Recent arrivals at the field, graduates of Class 40-H, Section IV, Kelly Field, were Lieuts. Robert M. Madison, Ray L. Scott, Joseph A. Ortega, John W. Porter, Langdon D. Long and Moe Kahan. They went to work immediately to solve the complexities of the B-18's and B-23's, in addition to performing their ground school activities.

First Lieut. Vernon L. Day, Infantry Reserve, of Klamath Falls, Oregon, arrived for duty as an administrative officer. Ivan W. Tamsky was transferred from the 34th to the 95th Squadron, and 2nd Lieut. Marvin D. Fleming was assigned to Headquarters, 17th Bombardment Group, as Technical Supply Officer.

Named respective Adjutants of the 83d, 84th, and 95th Squadrons were 1st Lieut. Vernon L. Day, and 2nd Lieuts. Eugene B. Herron, and Maynard W. Bell.

Announcement was made of the marriage of 2nd Lieut. Glen R. Birchard to Miss Virginia Leigh Brooks of Riverside, Calif., on January 11th. The personnel of the 95th join the many friends of the newlyweds in wishing them the best of luck.

Through the activation of new squadrons, 67 men added one or more new stripes to their sleeves; also a large number of specialist ratings were awarded.

Second Lieuts. Guy G. Kintner and Herman L. Pardey were assigned to the 73rd Squadron, soon to embark for Alaska. First Lieut. James A. Johnson, 95th Squadron Bombing Officer, was assigned to HQS. and HQS. Sqdn., 17th Group, as Group Bombing Officer.

Capt. Theodore K. Bolen, HQS.. and HQS. Sqdn., 19th Air Base Group, was assigned to the 95th as Weather Officer.

Pvts. 1st Cl. Ronald S. Mikesell and Richard E. Cline were assigned to Lowry Field, Colo., to take the Armament course, and Pvts. Roger V. Lovelace and Alfred J. Morgan to Chanute Field to take the Radio and Airplane Engine Mechanics courses, respectively.

Returning upon completion of courses of instruction at various Air Corps training schools were Pvts. 1st Cl. Joe E. Whitaker, Samuel A. Jones, Jr., and Austin C. Parrish, Airplane Engine Mechanics; Henry C. Wyme, Teletype Operator; and George H. Heidbreder, Armorer.

Class 40-A Squadron pilots were busy throughout the month completing their final check-offs as principal pilots on the B-18A, besides training as bombardiers and celestial navigators and

performing their regular Squadron duties.

Every available plane of the Squadron, with full combat crews, assisted in the search for the lost Douglas B-18A, belonging to the 73rd Squadron. Inclement weather hampered searching operations, but every available hour of flying time was consumed in combing the wild country, more than 700 square miles in area between Portland and northern California, without success. The plane was since discovered, only 50 miles from McChord Field, totally demolished, and all seven men aboard dead. The ship crashed into the side of a mountain ridge, only 50 feet from the top and safety.

Squadron pilots are eagerly awaiting the arrival of the new North American B-25 Medium Bombers. All preliminary ground and maintenance work in preparation for their arrival was completed and every pilot is looking forward with anticipation to his first flight in the fast, powerful ships.

89th Reconnaissance Squadron: Capt. F.R. Terrel, formerly of this Squadron, was recently placed in command of the newly organized 20th Reconnaissance Squadron which, according to current plans, will proceed to Fresno, Calif., some time this year.

The new squadron will employ smaller ships than those in use by the 89th at McChord, the organization having been designated as "Light" Reconnaissance. It now numbers only around fifty men, but will soon be brought up to full strength.

Lieuts. R.B. Burris and Albert M. Keenan, who were placed in the new squadron upon its organization for administrative purposes, were transferred back to the 89th for duty.

MacDill Field, Tampa, Fla.

53d Pursuit Group

Hrs. and Hrs. Squadron: First Lieut. Yancey, formerly of the 3rd Wing, was assigned as the Squadron Commander on February 3rd.

At present the topic of discussion in the Squadrons of this Group concerns the movement to Tallahassee, Fla. The thought of leaving the tents now occupied is enough to make the personnel happy, for barracks are being constructed in Tallahassee and these will be a welcome sight as new homes.

13th Pursuit Squadron: A training program was launched in this organization, under Capt. Pelham D. Glassford, Jr., Master Sgt. Chester L. Adams and 1st Sgt. Michael J. Arcuri. Classes in various subjects were started to prepare recruits for attendance at the Air Corps Technical Schools. In the Airplane and Engine Department, under Staff Sgts. Valentine S. Kudrikoff and David L. Swartz, the fundamentals and all phases of engines a mechanic will encounter while working on planes are taught.

In the Radio Department, under Staff Sgt. Lomax G. Sawyer and Cpl. Delmar A. Chase, the course consists of Radio Theory, AC and DC electricity, code, transmitters, etc.

The Armament course is under Tech. Sgt. Franklin E. Hunt, advanced Armorer, and Sgt. Leo W. Barnett.

The mathematics school, mainly for men who find it difficult to pass the math test of the Revised Army Alpha Test, is under the direction of Staff Sgt. Harold G. Townsend and Cpl. Andrew A. Roman. More men are attending this section than all the others.

For men who are already graduates of the Airplane and Engine Mechanics course, a Carburetor Specialist Class was started under the supervision of Staff Sgts. George L. Roska and Marion Yancey.

The noncommissioned officers in charge of these

various classes are graduates of the Air Corps Technical Schools.

A Technical Order class was organized, under the direction of Staff Sgt. Joe R. Hirshfield and Cpl. Anthony A. Pirog, to familiarize the men with Technical Orders pertaining to Pursuit ships, since this Squadron was organized from a Bombardment outfit.

Typing, military correspondence and Army Regulations are the subjects handled in the Administrative School, under 1st Sgt. Michael J. Arcuri, assisted by Sgt. Howard V. Reuse.

In the Technical Supply class, under Sgt. George D. Yourex, men are taught the preparation of different forms for requisitioning Air Corps supplies, also the duties connected with the efficient operation and maintenance of a Technical Supply office.

All Squadron personnel participate daily in drill calisthenics and military discipline instruction.

14th Pursuit Squadron: The Squadron completed walling up tents and the squadron street is once again taking on a real "home like" appearance. Everyone is well pleased with the new one-room bungalows, now that the Chamber of Commerce promised warm weather for the rest of the year.

The health and morale of the squadron is excellent. The sick book in this outfit is the only sickly part of the squadron.

The men are looking forward to becoming permanently settled and are ready to go to work on something else besides laying sod, building wooden tents and sweating out new ratings.

Various classes were formed with everyone cooperating with the instructors to make the 14th the best qualified squadron on the field. Noncommissioned officers in charge of these classes are Tech. Sgt. Mark R. Lauer, Airplane Mechanics; Staff Sgts. Artie J. Adkins, Radio; Thomas R. Anderson, Armament; and Howard Garver, Mathematics.

The new recruits transferred to the organization since the date of activation were interviewed to ascertain their best qualifications for a tactical outfit. Many have little experience in mechanics, and it is the purpose of the Commanding Officer to find a place for everyone, with the best interests of the service and the individual uppermost in mind.

15th Pursuit Squadron: In the fifth week since its activation, the men are beginning to take their first steps forward. Living conditions in "Boom Town" were improved considerably by building screened in tent frames for each tent. They hope to be more comfortable during the next "Norther."

Classes in mathematics were started to assist the personnel in qualifying themselves for school.

Effective February 1, 1941, Sgts. Hugh M. Thomas, Gordon York, Carl Gillie, and Cpl. John F. Lewis, were promoted to Staff Sergeant; Cpl. Enos E. Shenberger to Sergeant, A.M., 1st Cl., and Pvts. 1st Cl. Anthony J. Bellock and James Covington to Corporal.

44th Bombardment Group

Early in February, all Squadrons moved into barracks and experienced a welcome relief after spending several weeks in an area known as "Boom Town." Activated on January 15, 1941, the Group is in its infancy. It is progressing rapidly, however, and the future looks bright.

66th Bombardment Squadron: The entire organization was turned into one of carpenters, landscapers, and general utility men. Maintenance and combat crew men attached to the 66th Bombardment Squadron for duty have been busy flying and training recruits in routine maintenance work.

Pvts. Hanna, Hooper and Cagle left on Feb. 8th for

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the Radio and Mechanics School at Scott Field, Ill.

Baseball practice was started, and prospects are bright for a successful season as several of our recruits are former minor league players.

67th Bombardment Squadron: Since moving into their new home, the men immediately set to work fixing the shrubbery and tidying up about the place, and today it looks as nice as any on the Field.

Twenty-four specialist ratings were given to Privates; one was promoted to Sergeant, two to Corporal and two to Private, 1st Class.

Every man is working hard for the prestige of the squadron, which has already received many compliments on its good work. Pvt. Joseph L. Myrick, applied for appointment as Flying Cadet, and has every one's best wishes.

68th Bombardment Squadron: Of the 185 men with the Squadron mess, 131 are attached for rations from various organizations.

There were quite a number of promotions and ratings in the Squadron, effective Feb. 1, 1941, including the promotion of the Squadron Commander, Captain John A. Samford, to Major.

Pvts. 1st Cl. T.A. Prince and R.N. Hutton are attending the Radio School at Scott Field, Ill.

The sympathy of the Squadron is extended to Sgt. Ballard over the death of his mother recently.

Sgt. Dougher returned to duty from thirty day's sick leave.

29th Bombardment Group (H)

6th Bombardment Squadron: Four Flying Cadets-- Leverne Bockman, Wm. O. Jones, Leon P. Klaus, and Donald L. Marshall--were assigned to this organization, also two additional Regular Army Reserves-- Pvts. John C. Arenberg, and Morgan J. Eova.

Receiving temporary promotions on Feb. 1st were 1st Lieut. Luther J. Fairbanks to Captain, and 2nd Lieut. Clyde A. Ray, Air Res., to 1st Lieutenant.

Returning from the Bakers and Cooks School at Ft. Benning, Ga., Cpl. Bruce R. Gibson underwent an operation at the Base Hospital and is expected to return to duty in the near future.

Prvs. Bland, Keen, Lurette, Morris Miller, Monday, and Kennedy departed February 15th for Scott Field, Ill., to undergo instruction as radio operators.

Staff Sgt. Jack Davis, recently transferred from the 21st Recon. Squadron, was ordered to duty in the Panama Canal Department.

Of late, this organization has been undergoing transition and local gunnery missions.

52d Bombardment Squadron: While the 52d's first annual Organization Day was due on February 1st, extensive tactical work prevented much of a celebration.

The muchlooked for move from Drew Field to Mac Dill Field occurred on February 6th. A few navigation flights were carried out immediately, but actual tactical operations did not begin until February 11th. We're not showing undue enthusiasm when we say that Tampa possesses one of the best Air Corps fields in the United States.

Navigation Cadets, who recently completed Pan-American's three months' course at Miami, were assigned to the 52d on Feb. 12th. Lieut. "Archie" Old was transferred to Headquarters Squadron of the Group. Best wishes are extended him in his new assignment.

The Florida Fair in Tampa, February 4th to 15th, and Gasparilla Day on February 10th left quite an impression on the collective minds of MacDill Field's personnel. This field, through broadcasts and dis-

plays, contributed its bit to the Fair's success. Gasparilla Day was officially opened when the "Jose Gaspar" unloaded its "Krewe" of pirates at the river docks to take over the town. Gayety and carefree frivolity reigned supreme among the estimated 400,000 who witnessed the parade, attended dances, and, in general, had a merry celebration. The day was a great success, and every private at MacDill hit the hay that night with a muffled sound that sounded very much like "Vive Gasparilla."

43d Bombardment Squadron: The 43d regrets the departure of its Commander, who was assigned to the newly formed 44th Bombardment Group. Maj. W.W. Messmore took over the duties of Maj. Old. The boxing tournament is running along smoothly, with the 43d leading in points.

Selfridge Field, Mich.

Smoke is beginning to rise from the tall galvanized iron stacks of 65 new Army Air Corps buildings at this field as soldiers test furnace installations prior to occupation by Air Corps personnel of the barracks, mess hall, dayroom, school buildings, operations, supply and other frame structures.

Forty-six Michigan Regular Army Reserves returned to the Air Corps early in February, and were ordered to duty at this field. The new arrivals are honorable discharged soldiers who served at least one enlistment period and desired to continue their association with the service. The city of Detroit is credited with exactly one-half of this contingent.

Recreation in the form of dancing took on added momentum at the field during the past few months. Lieut. Donald G. Lee, post chaplain, has received the cooperation of the North Detroit Y.W.C.A. in staging twice monthly chaperoned dancing parties for the enlisted men. From all indications, the efforts of both organizations have been very fruitful. Commencing with a dancing party at the post during the Christmas holidays, Chaplain Lee has seen each succeeding dance attended by a greater number of girls and soldiers. Augmented by special acts and other specialty entertainment, soldiers spelled it as "swell entertainment with one exception, i.e. less time should elapse between each dancing party."

Not to be outdone by the courtesy of the chaplain and the Selfridge Field soldiers in extending invitations, the Y.W.C.A. girls completed arrangements for their second dinner dance for the Selfridge Fielders on home grounds on Feb. 19th. Buses were chartered to bring the "Y" girls to Selfridge dances. Quoting Chaplain Lee: "We have tried to do everything within our means to provide a good time for the girls and soldiers attending the dances on the post and at the Y.W.C.A. center in Detroit."

Thirteen Air Corps 2nd Lieutenants of this Air Base were temporarily promoted to 1st Lieutenant, effective Feb. 20th, viz.: Wm. C. Armstrong, James O. Beckwith, Jr., John S. Evans, Ward W. Harker, Harold E. Kofahl, Magnus B. Marks, Harrie D. Riley, Lewis M. Sniders, Thomas P. Summers, James R. Watt, Harold J. Whiteman, and Woodrow B. Wilmot, Dunlap, Ill.

Recently promoted officers at this field were assigned added responsibilities as the Air Corps expansion program continues under way according to schedule. Lieut. Col. Leonidas L. Koontz, for example, was named Executive Officer of the Selfridge Field Air Base; Maj. John N. Sterling commands the newly-activated 58th Pursuit Group, while Maj. George McCoy, Jr., was named Commanding Officer of the new 50th Pursuit Group.

Fort Douglas, Utah.

Despite the inclement weather, which natives of Salt Lake City and vicinity insist is "very unusual," the 7th Bombardment Group and the 88th Reconnaissance Squadron have been completing their bombardment, navigation and gunnery missions on schedule.

Skiing has become the favorite pastime with the officers and enlisted men at Ft. Douglas and the Salt Lake Airdrome.

A large number of the officers and men purchased their own ski equipment. The Athletic and Recreation office obtained skis and has been conducting a skii class for those not sufficiently proficient in the art. Alta and Brighton, Utah, form the two favorite skii spots and every week-end the automobiles at Ft. Douglas and the Airdrome may be seen with skis and poles hanging out the windows and strapped on cars.

The Officers' Club at Ft. Douglas was completely renovated with the addition of new furniture. The installation of a ping-pong table draws the attention of the amateur table tennis fans like acrobatic flying draws crowds on Sunday afternoons.

In the Headquarters Squadron of the 7th Bombardment Group, January 15th marked the promotion of one Staff Sergeant to First Sergeant; 9 Sergeants, 3 Corporals and one Private, 1st Cl., to Staff Sergeant; 3 Corporals and 16 Privates, 1st Class, to Sergeant; 9 Privates, 1st Cl. and 8 Privates to Corporal.

Of enlisted men of the Squadron attending various schools, 8 Privates, 1st Cl., are pursuing the Airplane Engine and Mechanics School, one the Forecaster's School and one the Teletype Mechanic and Operators School at Chanute Field, Ill.; one Sergeant and 3 Privates, 1st Cl., the Radio Mechanics and Operators School at Scott Field, Ill.; one Sergeant the Supercharger School at Lynn, Mass.; 2 Privates, the Armorer's School at Lowry Field, Colo.; one Sergeant, one Corporal, 9 Privates, 1st Cl., and 6 Privates, the Airplane Engine and Mechanics School, and two Privates the Sheet Metal Workers' School at Glendale, Calif.

Hamilton Field, Calif.

The station hospital at this field this month recently received a draft of five Army nurses, the first members of this branch to arrive at the base.

In charge of the group is 1st Lieut. Mary E. Northrop, who started her military career in 1918 and served overseas during the World War with a hospital unit. The others, all recently commissioned, are 2nd Lieuts. Marine Edie, Margaret Peters, Elizabeth Rickard, and Dorothy O'Rourke.

20th Pursuit Group (F)

79th Pursuit Squadron: "Mac, My Boy," self appointed mascot of the 79th Pursuit Squadron, is dead. The little English Bulldog joined the Squadron over a year ago at Moffett Field. The dog's teeth were long ago broken out from chewing on rocks and other hard articles with which he played. A favorite of the members of the squadron, "Mac" justified his place among the enlisted personnel by his ability to growl. Whether in play or line of duty, "Mac" always had a growl for anyone within reach. "The toughest man in town," he was sometimes referred to but, finally, he met something tougher--Death.

The memory of this little dog will always live in the minds of the men with whom he was associated and those who loved him.

After 2nd Lieuts. Gillett and Davis left for Chicago to ferry two PT-13's to Ontario, Calif., and failed to return at the end of two weeks, the Squadron began to wonder what had happened to them. They finally showed up 17 days later, having very little to say about the weather. Lieut. Gillett took off the next day with Lieuts. Brenner and Frost on an extended cross country flight to Ft. Riley, Kansas.

The Squadron recently moved from its living quarters in the hangar to the new barracks which were recently completed.

Bachelor Officers, who were living off the post, moved into the Bachelor Officers' quarters on the hill. The younger officers who were living there were moved to the new Bachelor Officers' quarters at the foot of the hill.

55th Pursuit Squadron: The "Fighting Fifty-fifth" is moving fast these days, reflecting the rapid changes taking place throughout the Air Corps.

First Lieut. Troy Keith, winner of the 1940 Frank Luke Gunnery Trophy, was lost to the 55th, at least temporarily, since he became temporary commander of the 14th Pursuit Group, now being activated at this field. With him went 2nd Lt. W.E. Fulmer, to take temporary charge of a squadron in the 51st Pursuit Group, also being activated. Second Lieut. J.T. Thompson was transferred to Headquarters Squadron of the 20th, for duty as Assistant Operations Officer.

One of the most comfortable journeys to the frozen north ever made is the claim of 2nd Lieut. W.E. Comber. A vacancy recently appeared in the pilot ranks of the 18th Pursuit Squadron, which was being made ready for duty in Alaska. Lieut. Comber volunteered, was accepted, wrote farewell letters to friends, and packed his red flannels. A few days before the 18th sailed for Arctic waters, Lieut. Comber was transferred back to the 55th. "Nice while it lasted," was his summing up of the "paper trip."

Recent interception missions involving the flight of several elements of the 55th to San Diego and March Field have helped make the pilots ready for removal in March to the Gunnery Camp at Muroc Dry Lake. The training of junior pilots, who graduated in Classes 40-F and 40-G, is progressing well.

Second Lieuts. C.M. Garrett, George Whiteman, and G.S. Welch left the 55th for Volunteer duty with another Pursuit Squadron.

First Lieut. W.E. Elder recently returned from a course of several weeks in high-altitude work at Wright Field. He says his circuitous automobile trip back to Hamilton Field was more thrilling and dangerous than anything he witnessed in Ohio.

Recruiting Officer, Daniel Cupid, turned in his quota of fireside co-pilots during February. Second Lieut. J.M. Hunter married Miss Mildred Moore, of his home town, Salt Lake City, in Reno on the 15th. Miss Betty Wilson brought her Southern accent all the way from Columbia, S.C., to become the bride of 2nd Lt. W.P. Brady, in Reno, on Feb. 20th.

In the near future, it is contemplated holding a squadron party to present them with silver platters, traditional gift of the 55th pilots to their newlyweds.

35th Pursuit Group

Hqrs. Squadron: Cpl. Dulaney recently left for duty in Hawaii. We wish him the best of luck.

Nine of the Technical Sergeants, formerly attached to this squadron for duty, were relieved and attached to other organizations. Now we have only three attached men--Master Sgt. Hagan, Tech. Sgts.

White and Nolan.

Our Organization Day was a great success, and the squadron made a good showing even if it did not win the trophy. We compiled 16 points in the competition for a good second place. True to our predictions, our Tug of War team easily walked away with that contest.

The squadron has quite a few vacancies and is filling them as quickly as possible. We have four new sergeants and six new corporals.

Langley Field, Va.

2nd Bombardment Group (H)

This group participated in a demonstration over Washington, D.C. during the Inaugural Parade. The Group formed an element of the demonstration, being reinforced by nine B-18's each from the 3rd Wing and the 22nd Bomb Group.

Criss-crossing over the Capitol at various altitudes were planes from the U.S.S. "Wasp," the 8th and 31st Pursuit Groups, and the 2nd, 7th, 19th and 27th Bombardment Groups.

Our B-18's cleared Langley Field at approximately 1100, and at 1330 came roaring in over the Capitol. After a spectacular display of gyrating Pursuit and Bombardment planes, which captured the interest of all on the ground, the planes made an abrupt about face and streaked back to their home bases, leaving with everyone a vivid impression of America's air might.

Word being received of a contemplated visit by the Secretary of War and the Chief of the Air Corps on Monday, February 3rd, a "dry run" was held on Jan. 31st in preparation for the demonstration. The 2nd Bomb Group was to participate with its B-18A's and others to be attached, a total of 18. The practice run consisted of 12 planes in formation accomplishing pattern bombing and 6 planes individual bombing. On the following day another "dry run" was held, and everyone anticipated excellent results on the morrow.

February 3rd was one of those days which always seem to turn up at the wrong time - low solid overcast with intermittent snow flurries.

After some uncertainty as to whether the visiting party would come, word was finally received that they were on the way, and at 11:40, when the transport landed, the visitors were met with a veritable barrage of flash bulbs. An inspection was made of combat crews, the interiors of planes, and the loaded bomb bays. The aerial demonstration was called off, due to the inclement weather.

From Feb. 4th to the 9th, the Group aided personnel from Wright Field in carrying out an accelerated service test on three A-20A's.

On Feb. 5th, two B-18's left for Binghamton, New York, to attend a demonstration of a four-place Link Trainer.

Early in February, Majs. Harold L. George and Malcolm N. Stewart were promoted to Lieut. Colonel, and Capt. Donald R. Lyon, Darr H. Alkire and A.V.P. Anderson to Major.

The majority of our student officers having qualified as bombardiers, the squadrons are now enabled to schedule squadron tactical missions involving bombing, gunnery and navigation.

A school was inaugurated patterned after the Clerical School of the Air Corps Technical Schools, and upon the termination of the course of instruction we expect to have a highly trained and efficient clerical force.

Hqs. and Hqrs. Squadron: No formal exercises were held in connection with the activation of the 32 new squadrons of the GHQ Air Force which were formed from Langley Field organizations on January 15th. This Squadron transferred 60 trained enlisted men and several of its officers to form the cadre of the 34th and 43rd Bombardment Groups (H), respectively. The men transferred to the 7th and 18th Bombardment Squadrons of the 34th Group are to be stationed at Westover Field, Chicopee Falls, Mass. Those transferred to the 43rd Bombardment Group were assigned to Hqrs. and Hqrs. Squadron, 63rd, 64th, and 65th Bombardment Squadrons (H), and are destined for Bangor, Maine.

Capt. Thomas L. Mosley assumed command of this Squadron when its former Commander, Maj. Malcolm N. Stewart, was assigned as Executive Officer, 2nd Bombardment Group.

All the newly formed units will be attached to their parent organization (the 2nd Bombardment Group) for quarters, rations and training until time of departure for new stations. Small headquarters have been set up at this field for the individual units which were activated.

This Squadron's B-18's participated in the President's Inaugural Review over Washington, D.C. Maj. Harold L. George, Group Commander, led Langley Field's formation of B-18's over the Reviewing Stand. The air was a bit choppy that day, but that is all in a day's work.

Maj. Roland Birnn, formerly of the Headquarters 2nd Wing, GHQ Air Force, is our new Squadron Commander.

Two new flying officers were added to the personnel of this Squadron. Second Lieuts. Everett J. O'Connor and Clinton W. Uhr joined the Squadron and were designated as Squadron Technical Supply and Armament Officers, respectively.

20th Bombardment Squadron (H): Effective Jan. 15th, Maj. Herbert K. Baisley succeeded Maj. Wm. L. Ritchie as high ranking officer of the 20th. Maj. Ritchie gained many friends during the three months he was connected with the 20th. A keen follower of all sports, both as onlooker and participant, he rapidly endeared himself to officers and enlisted men. The Squadron extends best wishes for his success, wherever he may go. At the same time, the 20th has already "taken" to Maj. Baisley and stands ready under his leadership, to maintain the high efficiency of the organization.

Other officers of the 20th assigned to newly activated units are Cpts. Wm. A. Matheny, Ford J. Lauer and John G. Fowler to command, respectively, the 1st Reconnaissance and 4th Bombardment Squadrons, 34th Bombardment Group; and the 63rd Bombardment Squadron, 43rd Bombardment Group. Capt. John R. Sutherland and 2nd Lieut. Warren S. Wheeler were transferred to the 34th Bombardment Group.

To these officers the 20th wishes "good luck and happy landings."

Lieut. Francis F. Seeburger, II, recently departed for Hawaii and will be stationed at Hickam Field. Flying Cadets A.C. Bell, G.F.M. Chase, L.C. Daigle, and J.A. Luque came from down Florida way and joined the 20th for training. The Squadron bids a hearty "Bon Voyage" to Lieut. Seeburger, and throws out the "welcome" mat to the Flying Cadets.

49th Bombardment Squadron (H): Five B-18's, with ten officers and ten enlisted men, participated in the Inaugural Parade at Washington, D.C., following which they proceeded to Mitchel Field where they

participated in the testing of the New England Defense net.

Four squadron missions were conducted this month, 6 planes being used on each occasion.

Four Cadets (Navigators) were assigned to the 49th for training, viz: C.T. Allen, A.H. Anders, H.T. Freeman, and D. Hirsch.

Staff Sgt. Denard G. Pipkin and Pvt. 1st Cl. John M. Angell returned from the Casey Jones School of Aeronautics, and Pvt. 1st Cl. Lonnie Edward from Scott Field, Ill. Cpl. Hugh E. Hayward left for Lowry Field, Colo.

96th Bombardment Squadron (H): The 96th lost many of its old and very well liked personnel, due to the activation of the 18th and 65th.

Early in February the Squadron conducted bombing, gunnery, and navigation flights.

On Feb. 12th, three flying cadets were assigned to this organization.

Capt. Rothrock, Wold, and Lieut. Walborn are attached to organization for flying time.

43rd Bombardment Group (H)

Maj. Harold D. Smith, Group Commander, was promoted to Lieut. Colonel, and 1st Lieut. James H. Rothrock, Commanding the 65th Bomb Squadron, to Captain.

The Bangor Chamber of Commerce has been quite busy lately furnishing the members of this command with advance information about the wonders of the Maine vacationland. Sounds good too.... The boys seem particularly interested in the geography, the climate, the populace, and last, but not least, the social activities in and around the vicinity of Bangor. Thus far, all are apparently satisfied, and seem rather enthusiastic about getting there in order to accelerate the field's establishment, and to become acquainted with the locale.

This Group has just published the first issue of its news publication, "The Monthly Wash" and, just as the title sounds, everything comes out in the "Monthly Wash." Cpl. Cyrus Lipschutz, Editor, receives our congratulations for this very interesting paper, and may it become larger as time goes on.

63rd Bombardment Squadron (H): The 63rd, one of the younger organizations of the HQ Air Force, is kept forever jolly these days by the yarns furnished by 1st Sgt. Arlee B. Frisbee, an old ex-Infantryman, and a true soldier of the old Army. We challenge any other outfit in the Army to steal our title of the "Teaviest Cigar-Smoking Outfit in the Air Corps." This is all due to the fact that we have only 27 enlisted men at present, but 25 of these are Non-Coms. Many newly made non-coms are kept broke these days supplying the rest of the men with "Promotion Stogies."

64th Bombardment Squadron (H): Members of the 64th, who are attached to the parent organization (49th Bombardment Squadron) for training, participated with the personnel thereof in different phases of combat training in company with the 7th Bombardment Squadron, which is also attached to the 49th for training.

65th Bombardment Squadron (H): We are looking forward with great anxiety to the move to our new station. Although our strength is only 26 men, we hope the future will present us with a good many more.

34th Bombardment Group (H)

Although starting off with but a handful of experienced personnel, the Group is expected gradually to expand in strength. From the Air Corps

Reception Center at Jefferson Barracks, Mo., recruits are being sent to the various Air Corps Technical Schools, and upon graduation, will join the Group at Westover Field, Mass., our future home.

Our Group Commander, Maj. John W. Monahan, was recently promoted to Lieut. Colonel, and Capt. Ford J. Lauer, Commanding the 4th Bombardment Squadron (H), was promoted to Major.

We are very grateful for the privilege of attending the Clerical School organized by the 2nd Bombardment Group, and broadening our knowledge of clerical work.

Hrs. and Mrs. Squadron: The strength of the Squadron has rapidly increased, due to receipt of many recruits from the Air Corps Reception Center, Jefferson Barracks, Mo., and of experienced men transferred from various organizations of this station.

The morale of the Squadron is high and, through the diligent work of our skipper, Capt. John R. Sutherland, we are all sure it will remain at the peak.

We are looking forward with much anticipation to our transfer to Westover Field, Mass.

4th Bombardment Squadron (H): This Squadron was activated on Jan. 15, 1941, the cadre consisting of 26 men transferred from the 20th Bombardment Squadron, 2nd Bombardment Group. Maj. Ford J. Lauer, recently promoted to that rank, was assigned as Commanding Officer, and Staff Sgt. Homer A. Smith, former Mess Sgt. of the 20th Squadron, is the acting 1st Sgt. The present strength of the Squadron is 67 men.

7th Bombardment Squadron (H): This Squadron moved into the large bay on the third floor of the barracks of the 49th Bombardment Squadron (H). This arrangement places all of the Squadron personnel in their own part of the barracks, except a few non-commissioned officers who have private rooms, and is much better from an administrative viewpoint. Cpl. Charles T. Hawkins and Pvt. 1st Cl. Harry Cole were promoted to Sergeant.

18th Bombardment Squadron (H): This organization is attached to the 96th Bombardment Squadron (H), for training of personnel in Combat Duties. Tech. Sgt. Tobins and Cpl. Stauffer are attending the Operations School being conducted daily by the Headquarters.

13th Reconnaissance Squadron (H): Maj. Russell A. Wilson, Squadron Commander, received his new rank on February 1st.

Tech. Sgt. Gilman H. Clark reported for duty after completing the course in Airplane Engines at Casey Jones School of Aeronautics, Newark, N. J.

Staff Sgt. Lorin W. Darst, Link Trainer Crew Chief, has requisitioned skis for winter operation in Maine.

Staff Sgt. Joseph R. Samoski, choosing between romance or travel, decided that wedding bells were preferable to a tour of duty in Panama. Also, Staff Sgt. Julian F. Gordon, gun crank and member of the Armament Section, recently voiced a matrimonial "do."

A picture of the 13th Reconnaissance Squadron personnel was recently published in the "Bangor Daily Commercial." The first caption line read, "Flying Fortresses on the Way."

Wheeler Field, T.H.

15th Pursuit Group (F)

Along with the last importation of recruits from the mainland, came a few cases of measles. Confined

for a time to the limits of the recruit area, it finally steered out into the cantonment area of this Group. At present the attack is far from the proportions of an epidemic, and, thanks to the ever alert Medical Officers, it appears to be decreasing in intensity.

First Lieut. Wm. E. Taylor, who came to us from the 4th Air Base Group, March Field, is on duty as Group Operations Officer.

On February 1st, 2nd Lieut. Wm. A. Cummings, Inf. Res., was ordered to active duty with the Group. He came to us from Hickam Field, where he was an expert communications man. His talent is not to go to waste, for he was appointed Officer in Charge of Group Communications, Armament and Chemical Warfare.

Capt. Thomas C. Musgrave, Jr., Commanding the 46th Pursuit Squadron (F), former Group Operations Officer, leaves on the March transport with the usual "Aloha," augmented by an appreciation of the efforts he expended in service to the Post, Group, and his fellow officers.

The roster of officers and "Key men" of the Group is now as follows:

Capt. L.N. Tindal, Group Commander; G. H. Austin, and A.W. Tyler, Commanding 47th and 45th Pursuit Squadrons, respectively, and Capt. L.G. Sargent, S-4; 2nd Lieuts. G.K. Chapman, 47th Pur. Sq. S-3, communications, athletics, and armament; H.H. Corris, 46th Pur. Sq., supply and inspection; A.D. Cummings, Group Adjutant, Group S-1; N.R. Day, 46th Pur. Sq. S-3, Sq. Adjutant; W.E. Hubbard II, Commanding Hqrs. and Hqrs. Sq.: W.P. Martin, Hq. and Hq. Sq. Engineering, supply, armament, communications; R.S. Quaintance, Hq. and Hq. Sq. Adjutant, Mess Officer; J. Thogerson, 45th Pur. Sq. S-3, Sq. Adjutant; W.J. Toft, 45th Pur. Sq. engineering, technical supply, armament, communications; J.J. Webster, 47th Pur. Sq. engineering, technical supply, personnel supply, Sq. Adjutant; J.C. Wilkins, Group Inspector, Group Engineering; Master Sgt. O.S. Blennnerhassett, Group Sgt. Major; Staff Sgts. H.C. Ward, Group S-1; W.C. Cullen, Group S-3, Group S-3; L.A. Ferguson, Group S-4.

18th Pursuit Group (Int)

Hqrs. and Hqrs. Squadron: Three more enlisted men, Ppts. 1st Cl. Andrew F. Carlin, Fred Phillips and Francis A. Zygmunt, were found qualified for appointment as Flying Cadets. Heartfelt congratulations and wishes for success are extended to them.

19th Pursuit Squadron: This Squadron continues to gain recognition in all phases of its activities. This time it is the squadron mess which puts another feather in its cap.

Mess officers and mess sergeants of other organizations on this Island have made tours of inspection of this mess so that they might use it as a model for their own mess.

Mess Officer, Lieut. E.W. Wright, Jr. and Mess Sgt. G.C. Moix very graciously conducted these visitors around and answered any and all questions fired at them.

44th Pursuit Squadron (Int): This squadron, commanded by 2nd Lieut. Dorr E. Newton, Jr., is rapidly reaching its full strength. On Feb. 1st, men were transferred in from almost every squadron on the field, and with four new arrivals from the mainland, Staff Sgts. Kilpatrick, Sorkness, Wassuth and Brown, our total strength is now 91.

Promotions in the Squadron were as follows:

Wm. J. McDonough and Thomas H. Whitehead, to

Staff Sergeant; Richard H. Blasier, Edward J. Covelsky, Golden A. Kimble, John Lenghart, Jr., and Paul B. Sibley, to Sergeant; Charles K. Bentz, John C. Higgins, Louis Karacha, Thaddeus J. Lemanski, Joseph Ha, and John Siplak, to Corporal.

Hickam Field, T.H.

Eleventh Bombardment Group

The tactical training of Hqrs. and Hqrs. Squadron has progressed with great dispatch. During the past month, five combat crews completed their .30 Cal. aerial gunnery, every man qualifying as an expert.

Congratulations are extended to the Commander of the 14th Bombardment Squadron, Maj. E. O'Donnell, who was recently promoted.

In Hqrs. and Hqrs. Squadron two Staff Sergeants took on the double harness. There is nothing like starting the new year right, so congratulations are extended to Staff Sgts. H.C. Ruess and K.C. Garrison, who married girls from their old home town.

The big news item comes from the 42nd Bombardment Squadron with the announcement of the marriage of Miss Virginia Lee Topping, daughter of Lt. Col. Frederick Linwood Topping, 63rd Coast Artillery, Fort Bliss, Texas, and Lieut. Charles Edward Gregory, Air Corps, son of Mrs. Edward H. Gregory of Houston, Texas, and the late Mr. Gregory. The Rev. Edward M. Pennell, Jr., performed the ceremony. Lieut. Harry P. Leber, Jr., was best man, and the ushers were Lieuts. Charles W. Dahlberg, Paul S. Enrick, Philip J. Kuhl, Thomas H. Holbrook, Dorr E. Newton, Jr., and John G. Simpson, Air Corps. After the ceremony a reception was held at the Fort Shafter Officer's Club. Lieut. Gregory was graduated from Texas A & M in 1938 and from the Advanced Flying School, Kelly Field, in 1939.

5th Bombardment Group (H)

The Group has begun competition for intersquadron awards for bombing accuracy. This award, a wooden plaque with an embossed metal replica of the Group insignia, and with a winged skull superimposed thereon, is awarded to the squadron with the best bombing record for the preceding month. The competition to keep "The Goon," as it has affectionately been christened, and which rests in a place of honor in the Squadron Operations Offices, is becoming decidedly keen. Thus, what was begun as a joke is developing into an honored tradition, and "The Goon" has established itself as a permanent adjunct of the 5th Bombardment Group (H), and serves as a definite incentive for better bombing.

Master Sgt. Chester M. Smith, 72nd Bombardment Squadron (H), was retired from active duty the last day of 1940. First entering the military service on August 23, 1907, his service in the Field Artillery, Infantry, Signal Corps, and the Air Corps, was continuous from Private to Master Sergeant. He attained the highest enlisted grade upon his retirement. During the World War he held a commission as 2nd Lieut., Field Artillery. He graduated in 1935 from the Air Corps Technical School, Chanute Field, Ill. Members of the Group extend best wishes for a happy and pleasant retirement to Sgt. Smith.

Hickam Holy Name Society was represented at the Holy Name Convention recently held in Honolulu by the following delegates: Chaplain Edmund C. Sliney, Spiritual Director; Ppts. John B. Pacheco, President; Joseph F. Nelles, Secretary-Treasurer; Herman Diesel, Martin Hradisky, and Francis Puparo, Delegates; Thiro Zanis, George McCall, Edward Herrelko, Alternates.

The convention was followed by a banquet at Lau

Yee Chai, Waikiki, in which 210 Hickam Holy Name men participated. On the following afternoon, 275 soldiers from Hickam, marched in the Holy Name Parade and attended the religious rally in the Civic Auditorium, giving a splendid public manifestation of their faith in God and Country.

An organization which sings all types of songs, from Catholic Mass to "Little Brown Jug," is the Hickam Field Choral Society, one of the most versatile of its type in the Islands. According to their leader, Pvt. Wm. H. Whedbee, "It doesn't seem to make any difference what kind of songs we give the boys to learn. They pick them up with no trouble at all, and in the shortest time of any group I have ever seen."

There are 30 men in the organization, but the club rarely sings with more than 24, due to official duties at the field. Three of the members sing first tenor; eight, second tenor; eleven, baritone; and eight, bass. Originally, when its number was eight, the society as a double quartet mostly sang popular songs. The only one of the original eight now with the group is Pvt. Whedbee who, with Chaplain Bean, organized the society in October, 1939.

In their first public appearance, the Choral Society serenaded Brig. Gen. Frank with carols on Christmas Day of 1939. According to Director Whedbee, the group was formed as a choir for Christmas carol singing, but soon extended its singing activities to all kinds of songs.

Last November, the Choral Society began weekly broadcasts over a Honolulu radio station. In addition, it has been singing at the Masonic Temple, Tripler General Hospital, Schofield Barracks Station Hospital, the YMCA's both at Pearl Harbor and Honolulu, and at Catholic and Protestant services at Hickam Field.

There has been talk about adding the Choral Society to the "Hawaii Calls" radio program, a goal toward which the group has been striving. A great deal of fan mail is being received as a result of the programs now broadcast.

France Field, Panama Canal Zone.

1st Air Depot Group

1st Repair Squadron: This Squadron was activated Jan. 1, 1941, with two officers and three enlisted men assigned, namely, Maj. Milo McCune, Commanding; Capt. Harry Coursey, Adjutant; Master Sgts. Graham Platt, John K. Williams, and Staff Sgts. Elbridge O. Holman.

The authorized strength of the Squadron is nine officers and 170 enlisted men. It is hoped shortly to have the Squadron at full strength. Duty with the Panama Air Depot is especially desirable and is eagerly sought by enlisted men. Many of them extend their required two-year tours, and with four to five years' training and experience accept civilian employment at the Panama Air Depot. Those returning to the States, may be found in Civil Service Employment at Depots, or in practically every commercial aircraft factory. This is evidence of their having acquired sufficient training and experience to qualify for such employment. Quite a few, after their return to the States and a year or so of commercial experience, have requested civilian employment at the Panama Air Depot. There must be some truth in the old Zone saying: "Once you drink water from the Chagres River you will return sooner or later."

We will be happy to have a Squadron and Group

that we may call our own and cease to be "Orphans of the Storm." It sure looks like better times are coming.

1st Supply Squadron: This Squadron was activated Jan. 1, 1941, with Maj. Harold A. Bartron, Commanding, and Sgt. Richard B. English and Pvt. 1st Cl. A.E. Blankenship as the enlisted personnel.

Hqs. and Hqs. Squadron: This organization is slowly taking form under the command of Capt. Randolph L. Wood, who has served in various capacities at the Panama Air Depot.

The Operations of the 1st Air Depot Group comes within the jurisdiction of this Squadron, and Capt. Edward E. Perkins is in charge. The present quota of one A-17 airplane for the Depot is soon due to be increased.

Other officers assigned to this Squadron are Capt. R.G.H. Meyer and 2nd Lieut. Robert P. Belmar. The former is a Summary Court Officer, Group Communications Officer, and in charge of the Radio Section, while the latter is class "A" Finance Officer, and adjutant of the 1st Air Depot Group. Several other duties in the Group and the Panama Air Depot were assigned to him.

We have a 1st Sergeant at France Field (Henry Charles Bartlett) to whom everyone looks up--a husky six-footer and plus. Until recently, Sgt. Bartlett was the 1st Sergeant of the 19th Military Police Company at Ft. DeLesseps, Canal Zone. We know he has a big job on his hands, organizing this Squadron, and best wishes for success are extended to him.

Tech. Sgt. Johnson of this Squadron is doing a fine job at the Panama Air Depot Office as Chief Clerk, also as Sergeant Major of the 1st Air Depot Group.

Congratulations are extended to Sgt. Billy F. Abbott and Cpl. Lawrence J. Cantera, recently promoted, who are assisting Tech. Sgt. Johnson.

3rd Bombardment Squadron: Capt. Byron E. Brugge assumed command of this Squadron, and 2nd Lieuts. Robert C. McIlhern and Kenneth D. McCullar were assigned thereto.

Capt. Brugge has instituted a rigid and complete training program for both junior officers and enlisted men. Bombing exercises are affording both the experienced and student bombardiers a wealth of training.

On Feb. 1, 1941, the Squadron celebrated its first anniversary, having been activated just one year ago. During that time, the organization has had three Commanding Officer, Maj. E.T. Rundquist, Capt. Skoldon, and now Capt. Brugge. The organization has had two line chiefs, Master Sgts. Rowen and Armbruster and two 1st Sergeants, Bennett and Johnson.

This Squadron recently completed the annual gunnery and bombardment practice at the Department Training Center at Rio Hato, R. de P. Bombardiers again qualified in the annual bombing tests, and several student bombardiers were given extensive training with the sights.

During the maneuvers, which were accomplished both during the day and at night, Tech. Sgt. G.W. Gibson, Staff Sgts. R.C. Barlow, D.W. Dolan, Sgts. W.T. Covert, A. Pietrowicz, R.B. Dinsmore, and J.P. Doran qualified as bombardiers.

Student bombardiers who received instruction in the bomb bays were Cpl. N.L. Harman, Pvts. 1st Cl. L.C. Chicorse, W.S. Cobb, D.L. Edwards, W. Gill, and W.M. Bork.

6th Bombardment Group: Staff Sgt. Provost departed for Lowry Field, Colo. for his next "hitch," while V-8790, A.C.

Sgt. Bruner was assigned to McChord Field, Wash. Pvts. Funklestein, Domschke and Sweeten departed for New York for discharge.

Tech. Sgt. DiBetta was assigned as Mess Sergeant for the General Mess of the Group, in addition to his duties as Mess Sergeant for the 7th Reconnaissance Squadron.

The 25th Bombardment Squadron recently completed the annual two weeks' gunnery and bombing camp at the Department Training Center at Rio Hato, Republic de Panama. Night bombing predominated the schedule in which both the qualified bombardiers and the students participated.

The C-39 Transport, which formerly belonged to the Base Flight at France Field, was disassembled and sent to Rio Hato for the purpose of study by the students of the Air Force Technical School. Captain Guy M. Hin, Commandant, states that the plane will help materially in the study of aircraft mechanics.

Master Sgt. John B. Von Euw, of the Panama Canal Department Air Force, appointed Warrant Officer on February 11, 1941, was assigned to the Panama Canal Department Headquarters, Quarry Heights, for duty with the Adjutant General's office. Enlisting in the Air Corps in August, 1919, he advanced through all noncommissioned grades. He served at Mitchel, Selfridge, Kelly, Ellington, Brooks, France and Albrook Fields, and is now on his third tour of service in the Panama Canal Department, having served here from 1928 to 1931 and from 1935 to 1937.

16th Air Base Group: The Group (at France Field) is active these days, with promotions and sports seeping into the daily routine. Sgt. Lawrence W. Chisholm was promoted to Staff Sergeant; Cpl. Vernon J. Zoschke to Sergeant and Pvts. Richard C. Berard, Leo F. Boles and Joseph Alexander, Jr., to Corporal.

In the Air Base Squadron a familiar figure returned to the line down at Base Flight in the person of Staff Sgt. Peter Wegley, better known as "Piggy Wigly." He has been under both a Red Cross and Red Diagonal off and on for weeks and is now back to duty.

In the 1st Materiel Squadron, Sgts. Crabtree and Libowski were promoted to Staff Sergeant; Cpl. Golas to Sergeant, Pvts. 1st Cl. Stuart, Toon and Piotrowski to Corporal.

Staff Sgt. Noble M. Johnson, Cpl. Frederick W. McFadden and Pvt. 1st Cl. Stanley Borucki were in Guatemala on a reclamation job. They report that their stay, while almost all work and no play, was pleasant.

Albrook Field, Panama Canal Zone.

15th Air Base Group: Hqrs. and Hqrs. Squadron joins in congratulating 1st Lieut. Worth B. Bardell, who prior to being called to active duty was Master Sergeant and Post Sergeant Major of Albrook Field. He is now Adjutant of the 1st Depot Group, France Field. Tech. Sgt. Joseph O. Roberts replaced him in his former position.

Second Lieut. George H. Hollingsworth, A.C., relieved 1st Lieut. Wm. E. Marsh, Infantry, as commander of the Hqrs. Squadron. The latter took over Lieut. Hollingsworth's former duties as A. & R. Officer.

First Sgt. Sam Lamartina, of the 2nd Materiel Squadron, who returned to the States, was succeeded by 1st Sergeant John W. Gootee, formerly stationed at Barksdale Field, La.

First Lieut. Ernest H. Powell, F.A., relieved 2nd Lieut. Henry P. Dolim, A.C., as Commanding Officer of the 2nd Materiel Squadron. Lieut. Powell is Fire Marshall and Military Police Officer in addition to his duties with the Squadron. Second Lieut. Walter Sokolowski, Inf., is the new Squadron Adjutant.

The 44th Reconnaissance Squadron, commanded by Major Forrest G. Allen, recently spent two and one-half weeks at the Department Training Center at Rio Hato conducting its annual gunnery practice. The operations schedule comprised individual and formation bombing both day and night. The Armament Section, under 2nd Lieut. Nathan B. Hays, was in charge of scoring. Second Lieuts. J.F. Kewack, W.J. Leng, B.N. Munro, R.H. Rue and H.G. Senten were given intensive bombardier training. Pvt. 1st Cl. Hoehn served efficiently as camp mess sergeant.

Mitchel Field, N.Y.

Since the first of the year many more officers reported for duty at Mitchel Field. Five Lieut. Colonels were assigned to Hqrs. of the Northeast Air District, viz.: Frederick L. Black, Q.M.C.; Cadmus J. Baker, Medical Corps; March H. Houser, Chemical Warfare; Anory V. Eliot, Signal Corps, and Frank F. Reed, Ordnance Department.

Majors Joseph A. Fulger, Edgar E. Glenn and Robert T. Zane, from Langley Field; Major Robert W. Douglas, from detached service, and Captain Joseph D. Lee, Jr., from Orlando, Fla., reported for duty with the 7th Wing.

Since January 1st, 35 more Reserve officers were ordered to duty, most of them with Signal Corps units. In this group are 11 Captains, 8 First Lieutenants and 16 Second Lieutenants.

36th Pursuit Squadron: This Squadron is still in the process of being split up to reinforce other units of the 8th Pursuit Group and to form the nucleus of newly formed Pursuit organizations.

Former officers of this Squadron are now on duty with other organizations. Captain F.H. Smith, Squadron Commander, now commands the 8th Pursuit Group; Captain J.E. Barr, Operations Officer, now commands the 33rd Pursuit Squadron, and Captain C.W. Stark the 35th Pursuit Squadron. Second Lieuts. D.D. Champlain, K.D. Boggs, T.J. Mostyn, J.V. Readey and J.V. Ellis were transferred to 8th Pursuit Group Headquarters, as was our very capable hangar chief, Master Sgt. U.S. Hero. Other long-time noncoms, lost to the Squadron are Tech. Sgts. Grexa, Riley, Staff Sgt. Haddox, Sgts. Brubaker, Merkel, Petrunk, Tamalunas and Zatalad. We are very sorry to lose this personnel and wish them the best of success in their new assignments.

During the recent maneuvers, the Squadron operated out of Boston, Mass. Each morning the planes were flown to Boston, and after the completion of interception missions, the pilots returned to Mitchel Field for the night, save on the last day of the maneuvers, when unexpected bad weather following departure from Boston necessitated an overnight stay at Providence, R.I. First Lieut. E.G. Hillery commanded the Squadron during the maneuvers.

The 36th flew to Bolling Field on January 19th, and on the following day participated in the Inaugural Review over Washington.

Early in February the Squadron was favored with more than its quota of clear flying days. Hope is expressed that they will continue.

35th Pursuit Squadron: Captain F.H. Griswold, Squadron Commander, took over the command of the newly formed 33rd Pursuit Group. Captain Charles W.

Stark took over the command of this Squadron. We welcome him and extend to Captain Griswold best wishes for success in his new position

The Squadron resumed normal operations following its 18-plane formation flight to Washington to participate in the mass aerial demonstration during the Inauguration of the President and taking part in the Defense Command Maneuver, during which a large majority of the interceptions were successfully completed.

Cpl. Leonard Kauffman, Jr., Harold E. Beacht and Pvt. 1st Cl. Earl L. Glasser returned to the Squadron recently following their completion of the Air Mechanics course at Chanute Field, Ill.

The 35th basketball team is still undefeated, and Lieut. Martin, our coach, is eager for competition.

Westover Field, Chicopee Falls, Mass.

Hangar construction is now entering the final stages. Not many days ago, nothing but the framework could be seen. Now one of the hangars is completely covered and two others are starting to be covered. In all, there are seven hangars now in process of construction.

A building recently occupied is the new commissary which is the first permanent building to be occupied at this field. Although equipment has not been completely installed therein, Captain Karl Schwering and his staff hope to have operations in full swing very shortly.

One of the busiest spots at the air base is the pistol range, located at the far end of the south-east runway. As weather permits, Lieut. Thomas Strickle, range officer, takes men from the various organizations and gives them instruction with the .45 caliber pistol.

The enlisted men are making social contacts in the surrounding towns very rapidly through the hospitality of many of the civic clubs and organizations. Recently, a group of over 50 men, accompanied by Chaplain David C. Sullivan, were guests of the Holyoke Council, Knights of Columbus, at a smoker. Westover Field personnel were also entertained by the Kiwanis Club of Chicopee and by the Elks Club of Springfield.

A gasoline truck of 4,000-gallon capacity is the newest piece of equipment at the field. It will be used to supply fuel for the heavy bombers. The vehicle is a double hookup, being two huge trucks in one. A "train" is coupled to the rear of the truck proper. Both units will be in use when a heavy load is needed, and at other times only the truck itself may be used. Sgt. F. Connally and Cpl. G. Roberts drove the truck to the air base from Milwaukee.

Over 50 Flying Cadet candidates from throughout New England, including three men from this field, were given their mental examinations here. These men passed the physical examination but did not have the requisite two years of college credits.

The religious needs of the men at this field are being well taken care of according to a program set up by Captain David C. Sullivan, Catholic Chaplain. Two Protestant ministers will conduct services every Sunday morning, and on every third Sunday a minister of the Grace Episcopal Church of Chicopee will also visit the base. Arrangements were made to furnish transportation every Friday night for the Jewish soldiers to attend services at Holyoke.

Capt. Charles B. McCarthy, of the Springfield Fire Department, was appointed fire chief of Westover

Field fire department. Chief McCarthy, a native of Springfield, is a World War veteran and has been with the Springfield Fire Department for the past 18 years. He will have an assistant and a staff of 14 firemen. Two pumper, one of 750 and the other of 500-gallon capacity, a "crash wagon" and an ambulance will be included in the equipment of the Westover Field Fire Department.

Six enlisted men of the field are members of the Kiwanis Club of Chicopee, Viz: Pvts. Leonard B. Field, Joseph Huot, Robert Fecteau, James O'Connor, Benedict E. Buley and Cpl. Wm. Collins. This Club is anxious to be of service to the soldiers of Westover Field in helping them to gain social contact in the surrounding towns.

Sgt. Samuel Pascal, recently transferred from Mitchel Field, N.Y., was assigned as staff photographer for Westover Field. He is a graduate of the photographic course at the Air Corps Technical School at Lowry Field, Colo.

Nine members of the Massachusetts Association of Building Commissioners and Inspectors were shown new construction at the field. Brig. General John B. Brooks welcomed the group to the air base and they were then escorted around the field.

Maxwell Field, Alabama.

Major Philip A. Roll, Air Reserve, is now the Executive Officer of the Advanced Flying School, succeeding Lieut. Col. Lloyd C. Blackburn, who was transferred to the Southeast Air Corps Training Center. The latter was just promoted to his present rank. In addition to his new duties, Major Roll will continue to serve as the School's military intelligence officer, though he will relinquish the position of post inspector.

Many of the enlisted men of the field have enrolled in night classes at Sidney Lanier High School in Montgomery. Classes are held four nights a week from 6:30 to 8:30 p.m., and the subjects covered are Theory of Aviation Mechanics, Administrative Clerking, Drafting and Blueprint Reading, Radio Engineering, Shop Mathematics, Typing, Shorthand and Accounting. Twelve weeks will be required to complete a course.

Three Colonels from Maxwell Field ferried to that station planes from Inglewood, Calif., viz: Colonel Floyd E. Galloway, Lieut. Colonels Aubrey Hornsby and Robert Kauch.

Cal-Aero Academy, Calif.

The commanding officers of the various Air Corps Training Detachments at the three fields constituting the Cal-Aero Academy are as follows:

Glendale, Calif.: Major Douglas Keeney.

Ontario, Calif.: Captain Robert L. Scott, Jr.

Oxnard, Calif.: Captain Lester S. Harris.

In addition, Major K. P. McNaughton and Captain Wm. B. Ciflutt make their headquarters at the Glendale Detachment, the former being Western District Supervisor of primary flight training, and the latter Western District Supervisor of civil mechanics schools.

Barksdale Field, La.

5th School Squadron: Captain William J. Cain, recently stationed at Hickam Field, T.H., who is an honor graduate of West Point and the New York Institute of Technology, assumed command of the Squadron, relieving Captain John P. Ryan, who became Director of the Bombardment School. First Lieut. Charles E. Holmes, who commanded the Squadron when it was acti-

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vated, is now on duty as Squadron Adjutant and Mess Officer.

This Squadron is assisting nearly every department on the field, such as Post Headquarters, Bomb School, Post Operations, Post Engineering, Air Corps Shops, Cadet Mess and Supply, Post School Department, Provost Marshall, Post Fire Department etc., in addition to maintaining its own two hangars, airplanes, Squadron Mess, Supply and Administration.

309th Signal Aviation Company: This organization is rapidly progressing in its training program. It has set up its own radio school, and some of the men are getting to the point where they can take traffic straight from the radio.

The telephone and message center section is performing realistic field work and progressing very well.

Pvt. 1st Cl. Jasionowski is going on detached service at Fort Benning, Ga., to take the course at the School for Bakers and Cooks and Cpl. Atkins to Fort Monmouth, N.J., to take the Wire Chief course at the Signal Corps School. Sgt. Jones is scheduled for detached service as Mess Sergeant at Savannah, Ga., with the Puerto Rican detachment.

The 309th organized two pretty fair softball teams which are ready to play any challenger.

57th School Squadron: Cpl Tilton L. Ross was promoted to Sergeant and Pvt. 1st Cl. Frank Marra to Corporal.

Sgt. L. Barnes and Pvt. Robert W. Karmen were recently notified that they had passed the examination for appointment as Flying Cadets.

Sixty-one recruits were taken into the 57th since January 6, 1941.

Sgt. Donald A. Allison returned from Chanute Field where he completed the course in carburetion. New members of the 57th are Pvts. Lionel P. Kirsop and Walter W. Hazen, the former completing the mechanics course at Chanute Field and the latter the armament course at Lowry Field.

Sgt. Clifford F. Wruck departed for Maxwell Field for duty with the Hqrs. and Hqrs. Squadron.

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K E E P I N G F I T

Langley Field The 20th Bombardment Squadron basketball team has been making preparations for the opening game of the Class B Tournament, hoping to salvage some glory from an otherwise dismal campaign. At the beginning hopes were rosier than an overheated pot-bellied stove, but the Bombardiers floundered about for the major portion of the year, ending with six victories against seven setbacks. The team is enrolled in the Class B Tournament, composed of teams ending the regular floor season below fifth place.

The 20th Squadron bowling team, however, is maintaining the athletic prestige of the organization. Entered in the newly organized Langley Field Bowling League, the team already boasts eight victories in nine games.

The 96th Squadron bowling team has had a very successful season thus far, winning six out of nine matches.

France Field All Squadrons in the 16th Air Base Group are reporting favorably on their softball teams. The clubs have been working out daily under the guidance of the athletic officers and coaches and are shaping into a well rounded

group of ball teams. Others should be on their guard against teams emanating from the Base Group this year.

The France Field Post Baseball Team has been organized, and six men from the Hqrs. Squadron, 6th Bombardment Group, were named on the squad, viz: Staff Sgt. Bergh, Sgt. T.J. Smith, Cpl. Creighton, Pvts. 1st Cl. Harris, Kirby and Pvt. Hager. The team has been working out daily and looks like a championship outfit.

The 25th Bombardment Squadron softball team proved too much for the "flying gobs" from the Naval Air Station, submerging them to the tune of 12 to 8.

Albrook Field Three members of Hqrs. Squadron 15th Air Base Group, are members of the Albrook Field varsity baseball team, viz: George Mularcuj, manager; George Locust, fielder and Dominick Chriozzi, pitcher.

Barksdale Field The 57th School Squadron, in a recent bowling match with its parent organization, the 68th School Squadron, won two out of three games, the third game being lost by 21 pins. As usual, Tech. Sgt. Wm. F. Lamam was high man for the 57th.

Wheeler Field The Inter-Squadron Baseball League, composed of 15 teams, was scheduled to begin its season on February 18th. A schedule has been arranged whereby each team plays ten games. At the end of the season there will be a Shaughnessy play-off, the first and third teams and the second and fourth teams playing a two out of three series. The winners of these two series will meet to determine the championship.

The Post Baseball team looks like a sure winner this year. Lieut. Lauglin, the coach, will have a world of good material from which to choose his "nine."

With several individual stars retained from last year's squad, the prospects for a successful season for the Post Track Team look bright. The squad has 60 aspirants, including many former high school stars.

Boxing activities have just about reached the climax. Warren B. Young, junior-welterweight of the 73rd Pursuit Squadron, is one of the outstanding fighters showing in the big Schofield bowl this year. In the Wheeler Field squad there are also three other boxers who will in all probability end up this season in the upper classifications, viz: Pace, of Wing Headquarters; Moran, of Hqrs. Squadron, 15th Pursuit Group, and Kurilchuk, 18th Air Base Group.

Godman Field, Ft. Knox, Ky. The 12th Observation Squadron's basketball team is showing its wings as the regular league play of the season draws to a close. The team piled up an impressive score of six victories against one defeat, cinching the championship in the Special Troops League, allowing it to compete in a tournament for the post championship, in which the winners and the runners-up of the five other leagues will compete. Members of the championship team in the Special Troops League are Sgts. Fowler, Gates, Tislow, Pvt. 1st Cl. Bryson, Pvts. Hamm, West, Lane, Hocker, Bennett, Baldwin, Haak and Anderson.

Westover Field A post hockey team was entered in the Holyoke circuit, which operates on week-day nights and Sunday afternoons. The

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team will practice on the air base rink which was constructed a short time ago.

A ten-team inter-barrack basketball league has been formed, the winning team to receive a banquet.

Pvt. 1st Cl. Roy E. Deale, a member of the 241st Separate Q.M. Company, is one of the expert skiers at the air base. He holds a membership card in the National Ski patrol and recently competed in the Massachusetts State championships on the Thunderbolt trail in Adams, Mass.

Kelly Field The 63rd Squadron basketball team is on the way toward its second consecutive league championship, although there are only three men on the team who played last year. The team is playing superbly, employing zone defense along with superior offense. In eight of the 12 games played thus far, the team remains unbeaten. Tied for second place are the 60th and 64th Squadrons.

The softball team of the unassigned men of Company A, G.H.Q., defeated Company C, also of the G.H.Q. Detachment, 11 to 1 on the local field. A noisy crowd of 300 watched the contest, cheering and yelling in good old Army fashion.

McChord Field The first half of the McChord Field Double round-robin basketball schedule ended with the 34th Bombardment of the 17th Group in first position with nine wins and no defeats. This does not mean that the 34th lacked competition, for in the initial encounter in the second half, the 239th quintet, runners-up in the first half, knocked off the 34th cagers 31 to 30.

Not only will the 239th offer a strong bid for the last half honors, but several other teams are strong potential contenders. Hqrs. and Hqrs. Squadron of the 17th Group has been coming to the front rapidly and is liable to be in the thick of the fight. Other strong contenders are the 73rd Bombardment and the 89th Reconnaissance Squadrons, as well as the 54th Ordnance team. The 88th Q.M. team led the league for a long time before their first defeat sent them into a spin from which seemingly they were unable to emerge. It is unquestionably a dangerous outfit, and it is not at all unlikely that they will come back strong in the second half.

The 19th Air Base Group, the 255th Quartermaster and the 95th Bombardment Squadron teams seem to be out of the running unless something out of the ordinary occurs.

Randolph Field Their surprise defeat (32 to 30) at the hands of the Kelly Field Flyers lost to the Randolph Field post basketball team their chief hope of winning the Army League championship. The Brooks Field Gray Geese were two games ahead of the Ramblers with only two games left on their schedule. The Geese hold a five-point victory over the Ramblers, who hope for revenge in one of the final games of the schedule. Both the first and second place teams in the final standings will be eligible to represent the circuit in San Antonio annual city amateur basketball championship playoff. Kelly Field has hopes of nosing out Randolph for the No. 2 spot.

The Randolph team showed up very well in most of the season's games, defeating Kelly 31 to 22; Duncan Field, 53 to 20 and Camp Nornoyle, 66 to 37; and losing to Brooks, 44-43 and to Kelly, 30-32. In 13 non-league games, Randolph came out on the long end of ten. Thus, Randolph won 18 games and lost five. The team scored 949 points for an average of 53 per

game, to 644, or an average of 36 points, for its opponents.

Selfridge Field Air Corps soldiers and townspeople of nearby Mt. Clemens witnessed championship bowling recently when the nationally famous Goebel Brewing Company team of Detroit defeated the Selfridge Field NCO club in a close match. Paced by Sgt. Michael Charbaugh with eight straight strikes and a 3-game total of .659, the NCO club proved to be excellent competition for the 1939 world champion Goebel club. The Detroit keglers rolled 3.016 points to the Army men's 2,863 at the new Bowl-O-Drome in Mt. Clemens.

The Selfridge squad has been rolling some sensational games this season and is entered in the ABC Tourney in St. Paul. All the Air Corps Sergeants are veteran bowlers, four having ABC experience.

Increased facilities for athletics and recreation are being provided at the field under a program being directed by a newly-appointed Morale Board, headed by Captain Russell V. Ritchey, Adjutant of the 31st Pursuit Group. Board members are Captain Morton D. Magoffin and 1st Lieut. Sanford W. Dee.

One hangar will be converted into a temporary gymnasium, and the present post gym will be improved. When facilities are completed they will provide two volleyball courts, a basketball court, three boxing rings, four punching bags, four ping-pong tables, horizontal bars, tumbling and work-out mats, chest weights, shuffle board courts and facilities for handball and squash.

Officers and enlisted men are being encouraged to make regular use of the gymnasium facilities for conditioning physical exercise.

Selfridge Field's post basketball team, winning six of its first seven games and averaging 47 points per game, is out to make a clean sweep of its last seven tilts with the best teams in the Detroit area.

Bolling Field The Bolling Field team defeated the F.B.I. quintet 36 to 33 to win the first half of the Times-Herald Government Basketball League. The game was well attended, giving added confidence to the team for winning the second half of the League.

Brooks Field Brooks Field is rapidly taking its place as the fistic center of the local Army fields. The Brooks gym was packed to the rafters for three nights recently when the Inter-Squadron eliminations were held. A great many civilians attended the bouts despite the bad weather.

Major Stanton T. Smith, popular Commanding Officer of Brooks Field, came through the mud and rain to referee the bouts. Thirty rough and tumble bouts were held that uncovered an amazing amount of fistic talent as seven champions were crowned.

The 65th Air Base Group (Special) was awarded a beautiful 15-inch trophy for winning team honors in this tourney.

Nine boys were entered in the San Antonio Golden Gloves Tournament, four of whom lasted until the final round. Two of this 9-man team emerged with gold watches and statuettes, emblematic of victory, and appear to be the cream of the San Antonio team in the State Meet in Fort Worth.

The Gray Geese quintet of Brooks cagers are flying high these days with an undefeated record in league play. Their most impressive victory was the recent clipping of the wings of the Randolph Field Ramblers, defending champions of the Army League, who have

hogged the limelight as local hotshots for the past two years without a serious challenge until the Brooks "upstarts" came along to blast them from their spot at the head of the loop.

The Gray Geese are anxious to make a good showing in the forthcoming City Amateur Basketball Tournament, and the boys from the field are already bargaining for rides to town to cheer their team on to victory.

Fort Douglas A base basketball team has been formed and, through the excellent cooperation of the University of Utah, it has a place where to practice and play games with top notch local leagues. The various squadrons have organized their own teams.

Hamilton Field The 79th Pursuit Squadron has produced a basketball team which has fought its way to the championship of its league. The team is scheduled to meet the 55th Pursuit Squadron in a play-off to decide the post champion- ship and feels confident of the outcome.

MacDill Field Cpl. Charles A. Langford is upholding the athletic reputation of the Hqrs. and Hqrs. Squadron, 25th Bombardment Group, he having reached the semi-finals of the Base Boxing Tournament in the heavyweight division.

Albrook Field The 1941 version of varsity baseball at this field opened the unofficial season on the Canal Zone airfield recently, as Johnson pitched a four-hit game to defeat the Diablo Heights team, leaders in the Canal Zone League, by the score of 3 to 0. The Flyers played errorless ball, and the infield looks like a championship combination. Weatherton, Joines, Roldan and Demons, members of the 1940 Panama Canal Department champions, looked even better than they did last year. Promising newcomers include Healy, Walschak, Cooke, Eldridge and 2d Lieut. J.K. Johnson. Oldtimers who did not see action in the first game, but who promise to repeat their work of last year, are 1st Lieut. Van H. Slayden, 2nd Lieut. Kyle L. Riddle, Cpl. Taylor and Sgt. Allen. Captain James B. Buck is manager and coach of the club.
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The importance of Observation aviation as a vital arm of an Army Corps is emphasized daily by missions flown and completed, and accompanying functions of the 119th Observation Squadron based at Newark Airport, N.J.

To increase the proficiency of the observers of this Squadron in locating artillery fire, "smoke-puff" targets are used, which are shot out of a small gun by exploding gun powder, and which from the air have the same appearance as a burst of artillery fire. The observers note the location of these "smoke-puff" targets, and their reports are checked by the commander of the ground crew who has made a chart of his crew's position during firing. As the Observer sees the burst he immediately radios the position thereof to his ground station by code, or voice. The Observer's report is checked with the report of the ground crew commander's for accuracy. The training schedule calls for each officer of the Squadron to receive at least six hours of adjustment of artillery fire.

NOW THEY HAVE A DIETITIAN, SOLDIER BOY

The War Department has assigned Miss Mary I. Barber, food consultant to the OPM, to collaborate with the Subsistence Branch, Supply Division of the Office of the Quartermaster General, to assist in the preparation of Army menus. She will visit Army camps throughout the country to study menus now in use. War Department Release.

When the mess call sounds today,
Soldier Boy,
Grab your mess kit - don't delay,
Soldier Boy,
For the grub they're serving now
Isn't old time Army Chow.
You'll want seconds anyhow,
Soldier Boy.

In the World War number one,
Soldier Boy,
When our daily bit was done,
Soldier Boy,
It was beans and coffee, thin,
With some bully beef thrown in,
Or some gold fish from the tin,
Soldier Boy.

Now they have a dietitian,
Soldier Boy,
To make sure you get nutrition,
Soldier Boy,
In the food that's served to you,
When your daily drill is through,
Maybe you'll get Oyster Stew,
Soldier Boy.

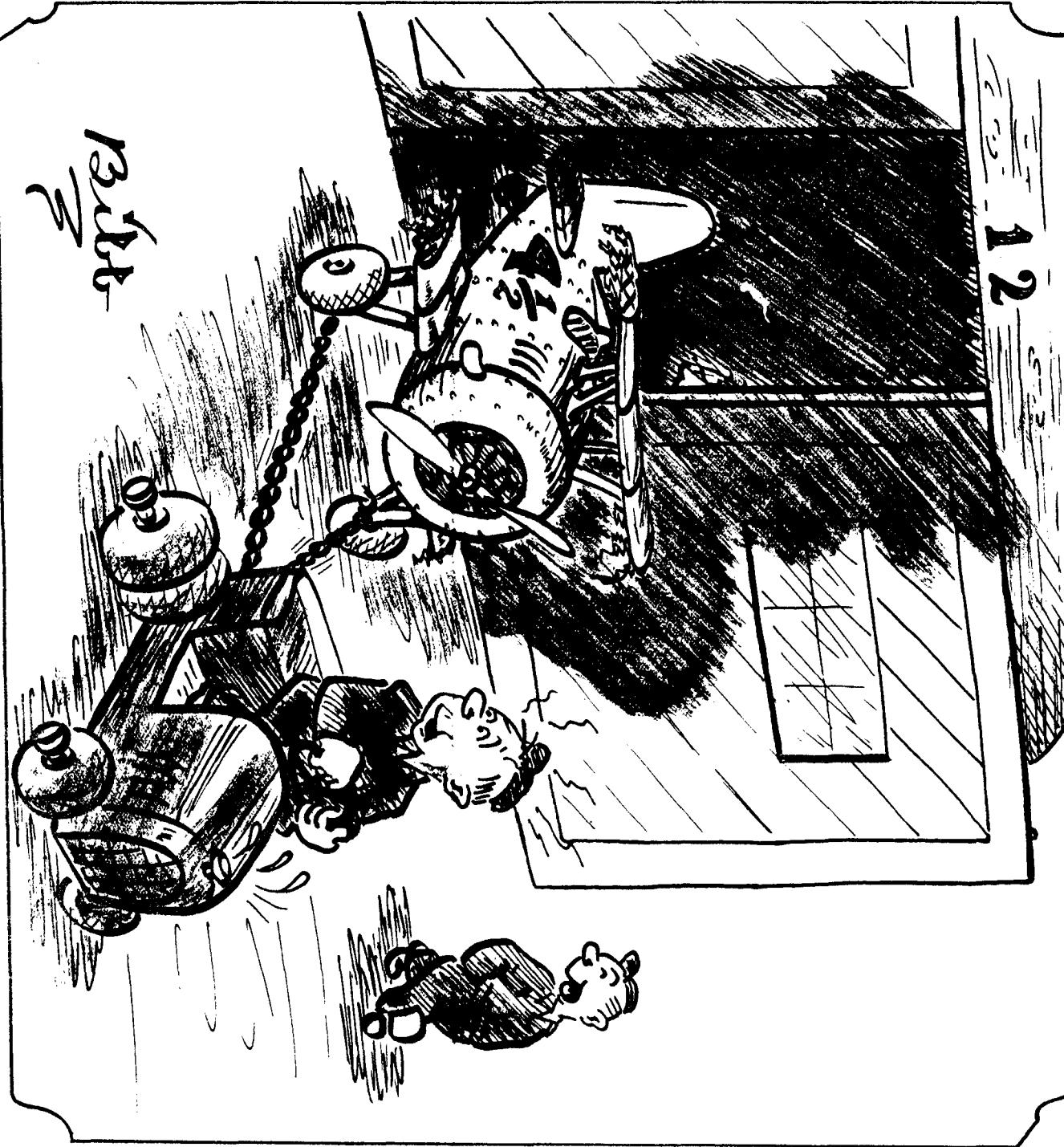
Anyway they'll do their best,
Soldier Boy,
To make hair grow on your chest,
Soldier Boy,
And it's an even money bet
That some day you're goin' to get
Caviar or Crepe Suzette,
Soldier Boy.

It's the hardening process now,
Soldier Boy,
They will make you tough - and how!
Soldier Boy,
But if you should chance to meet
"Black Jack" Pershing, on the street,
Don't tell him what you eat,
Soldier Boy.

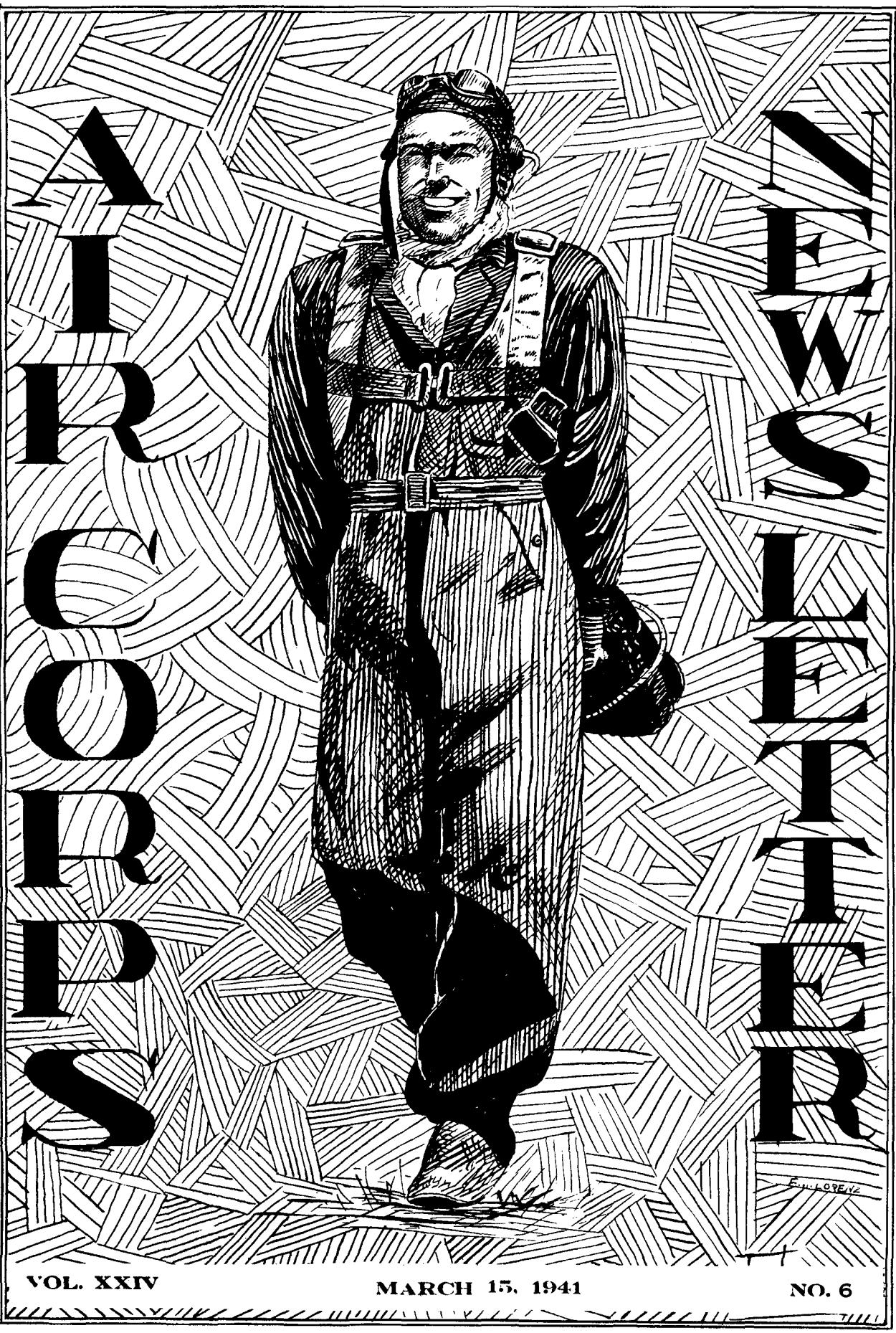
He's an old school Army man,
Soldier Boy,
And he won't believe they can,
Soldier Boy,
Make a fighting man that's tough
Out of Cream Puffs and such stuff.
But you'll show him - that's enough,
Soldier Boy.

RAY COOPER
From U.S. AIR SERVICES
V-8790, A.C.

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" THEM WINGS AINT RUBBER, UDDY!"



The Air Materiel Letter

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The purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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MATERIEL

IMPROVED SPARK PLUG DEVELOPMENT By the Materiel Division Correspondent

The Materiel Division, Wright Field, Dayton, Ohio, recently announced the approval of two new type spark plugs which are expected to improve very considerably a situation which has for many years troubled operating personnel.

For some time past, all spark plugs used in the Air Corps have been provided with mica insulation, but the output of some of the newer power plants is so high that mica designs have given excessive trouble. In order to improve this condition, the Division, about a year and a half ago, started intensive work on ceramic insulated plugs.

Since that time, hundreds of hours of test stand and flight operation were completed on designs submitted by numerous manufacturers. The two types just approved, designated as LS85 and C34S, are made by the A. C. Spark Plug Division and the Champion Spark Plug Company, respectively. Both of these plugs are of the long reach shielded 18 mm. type, and are made to Army-Navy dimensions. These provide for a standard 7/8-inch shell hex and a 5/8-24 elbow thread.

Used by Foreign Air Forces

The English and German Air Forces have been flying ceramic insulated plugs since the start of the present war, although in some cases the engine outputs were not particularly high, so that the discontinuance of mica designs was doubtless due in part to the fact that this insulating material must be imported by these two countries.

Although it is a fact that mica is a strategic material in the United States, the development of ceramic plugs was prompted equally by the necessity for superior performance.

The scaley deposit which forms on the nose of all types of mica plugs is a relatively good insulator when cold, but under excessive loads or with fuel somewhat below the specification requirements, this scaley deposit may become a conductor, thus causing the plug to stop firing.

Tests made on mica plugs after reasonable periods of service show that the pre-ignition rating has dropped to an alarming degree, so that failure in service under unusual conditions might be expected. The ceramic spark plug accumulates practically no deposit on the nose of the insulator and thus is not subject to the troubles mentioned above. This factor is regarded as of extreme importance in engines for operation under wartime conditions, which implies heavily loaded airplanes and possibly shortened runways.

Whereas mica plugs are now shipped to the Depots for reconditioning at each 100-hour interval, or often many hours less, it is anticipated that the new ceramic types can be given what little servicing they need by the operating personnel. The only work anticipated is a gap resetting and, possibly, an occasional sandblast at 100-hour intervals. Although figures are not yet fully available, there is a strong possibility that a single set of these new plugs may be run for the overhaul life of the engine with only the limited amount of service work described above.

Definite Step Forward

Although the new spark plugs, as well as other ceramic designs, will unquestionably be improved in the future, they are regarded in the present form as a very definite step forward. Some spark plug troubles, actually due to moisture leakage from the harness, can-

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not be improved by these new type plugs, but electrical leakage from breakdown of the spark plug insulation proper should be practically eliminated.

Although extremely rigid in construction, these new spark plugs will have to be handled with reasonable care to insure against the breakage of the ceramic cores and barrel insulation. Treatment that formerly weakened the mica spark plug, so that it failed after a few hours of flight, may damage a ceramic plug immediately, but this is regarded as an advantage rather than a disadvantage, since rejection

prior to installation is more desirable than after a few minutes of service.

A handy wrench is being delivered to the Air Corps Depots for assistance in installing the new Army-Navy standard spark plug elbows. This wrench can be found under the nomenclature of:

Wrench, Elbow #39A5279-1 "Long"

Wrench, Elbow #39A5279-2 "Short"

All the Army-Navy standard plugs have one hex size, namely the 7/8 inch, which will be a boon to the crew chief who formerly had to carry several sizes of spark plug wrenches.

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DEVELOPMENT OF SUBSTITUTES FOR STRATEGIC LINEN

By B.A. Holgate, Jr.
Textile Engineer, Wright Field

As the potential supply of linen fiber is not sufficient for Air Corps needs, the development of a substitute for this material was necessary. An analysis of the specification requirements for linen showed that nine of the ten samples of linen webbing were not designed for full efficiency. The strength-weight ratio of the samples was taken as the construction efficiency of the sample.

The first step in the search of a substitute for linen was that of obtaining a non-strategic fiber which would produce a strength-weight ratio equal or better than linen. As Nylon is a domestic product of high strength, it was selected as a suitable material from which to construct initial samples of webbing. After the development of the original samples, and redesigning to produce a more efficient substitute, a specification was drawn up for it. Since, however, the supply of Nylon is limited, being used in great volume in the hosiery industry, it was considered advisable to develop another domestic substitute for linen.

The most plentiful domestic fiber is cotton; hence, the ideal substitute should be developed from this material. Since cotton has a relatively short staple length, the yarn strength is dependent upon the friction which can be developed between the individual fibers rather than the tensile strength of the fiber itself, as in the case of Nylon and linen.

In attempting to develop a higher strength cotton yarn, the most logical source would be those manufacturers constructing tire cords. A few years ago, a manufacturer of tire cord had

developed a high strength cotton yarn to be used in the construction of tires. In the manufacture of this yarn, a special process was devised and the yarn subjected to the treatment. This treatment, in effect, cemented or vulcanized the cotton fibers in the yarn, which in turn increased the coefficient of friction between the individual fibers. This more nearly approached the actual fiber strength of cotton. The actual tensile strength in pounds per square inch of a cotton fiber is greater than that of steel; however, this is not generally appreciated by the average layman, due to the fact that when cotton is processed into yarn form, a homogenous mass is not obtained as in the case of steel.

Samples of cotton webbing were made up of the most inefficient linen webbings in order to ascertain if this type of cotton yarn would produce a suitable substitute for linen. Preliminary samples proved to be better than expected and, therefore, a cotton webbing was developed for each linen webbing, with the exception of Type 8, which was the most efficient linen webbing, and which is used as the main webbing in parachute harnesses.

It was found by early experiments that this so-called vulcanized yarn was not sufficiently strong to produce cotton webbing in the desired dimensions. The cotton used in the original vulcanized yarn was approximately 1-3/16 inches in length. It became necessary further to increase the friction between the fibers, and the most logical method was to obtain more fiber surface. This was accomplished by the use of a special type of domestic cot-

MATERIEL

TABLE I

Type	Width (in)	Thickness (in.)			Weight Maximum (oz/yd)			Tensile Strength Minimum (lbs. full width)			Minimum Strength-Weight Ratio		
		Linen	Cotton	Nylon	Linen	Cotton	Nylon	Linen	Cotton	Nylon	Linen	Cotton	Nylon
1	9/16±1/32	.04-.05	.04-.05	.04-.05	0.40	0.40	0.40	350	350	400	24.3	24.3	27.8
2	1±1/32	.04-.05	.04-.05	.04-.05	0.90	0.75	0.70	475	575	500	14.7	21.3	19.8
3	1-1/4±1/32	.04-.05	.04-.05	.04-.05	1.10	0.90	0.80	600	750	650	15.1	23.1	22.6
4	3±1/16	.05-.10	.05-.10	.05-.10	2.70	2.50	2.50	1800	1900	2000	18.5	21.1	22.2
5	5±1/8	.05-.10	.05-.10	.05-.10	4.60	4.30	3.00	3000	3100	4800	18.1	20.0	44.5
6	1-3/4±1/32	.06-.07	.07-.09	.06-.07	1.92	2.10	1.40	1200	1800	1500	17.4	23.8	29.8
7	1-3/4±1/32	.14-.17	.14-.17	.14-.17	4.80	3.00	2.40	2800	2600	3200	16.2	24.1	37.1
8	1-3/4±1/32	.07-.09	.07-.085	.07-.09	2.70	3.00	2.20	3000	2900	3300	30.9	26.8	41.6
9	3±1/16	.07-.09	.09-.115	.09-.115	4.60	4.65	3.00	4000	4500	4800	24.2	25.6	44.5
10	1-3/4±1/32	.14-.17	---	.14-.17	4.80	---	3.40	5000	---	5000	28.8	---	40.8

ton known as Pima. The average staple length of this type of cotton was approximately 1-5/8 inches to 1-3/8 inches. From this yarn a suitable substitute was constructed.

The specification values for linen, cotton, and Nylon webbing are shown in Table I along with the minimum strength-weight ratios for each type. The strength-weight ratio is an arbitrary figure obtained by dividing the tensile strength per inch of width by the weight per square yard of fabric or webbing.

It is evident in this Table that the Nylon substitute is superior to linen and cotton, with the exception of Type 3.

From a technical standpoint, the Nylon webbings would be the most suitable substitute. However, the economics of the question should be taken under consideration before definite conclusions are reached. If the average price is considered, \$1.00 would purchase a given length of linen; the same length of cotton could be purchased for 63 cents; whereas the same length of Nylon would cost \$1.90. As the cotton webbing is the most economical domestic substitute and also equal in physical characteristics to linen, it is apparent that, from an economical standpoint, the use of Nylon is not desirable. Since Nylon is a recently developed synthetic, all the physical and chemi-

cal characteristics are not known, such as aging, effect of weather, and the photochemical action of ultraviolet light; whereas, cotton and linen are of the original fiber family, and their physical characteristics have been thoroughly investigated.

Webbing is the most important use for linen; however, cords and tapes were also manufactured from this material. Cotton cords are being developed at the present time and are nearly complete. A few changes, however, are being made in the construction, and also more data are being obtained on the physical characteristics, other than those required by the linen specification, before the cotton cords can be offered as suitable substitutes. The Nylon cords have been developed, but no specification has been issued due to the economics of Nylon substitutes. In case of an emergency, this substitute yarn can be used.

Silk is also a strategic material and is an integral part of the life-saving equipment of the Air Corps. Silk canopy fabric is the main use, but suitable substitutes have been designed and discussed quite generally. Silk thread, suspension lines, and tapes are also used in considerable quantity. It is desirable to develop substitutes for these materials, not because the potential supply is low or threatened, (Continued on page 5)

AIRPLANES MUST BE FED
By the Materiel Division Correspondent

The problem of refueling and supplying lubricating oil to Army Air Corps planes is taking on enormous proportions as additional fields are equipped and new squadrons activated for the national defense program.

Materiel Division engineers at Wright Field are meeting this problem with developments of new fueling and oil trucks, designed to meet particular needs of service in the field and capable of operating on almost any terrain.

A fuel-servicing truck, tractor-trailer type, the F-2, and a truck designed to carry lubricating oil, the L-1, are now in production, after passing rigid tests at Wright Field.

Only recently, the Wright Field Equipment Branch developed a 4,000-gallon fuel-servicing truck, and the new F-2 fuel-servicing truck is designed to complement this model in a smaller size, with a 2,000-gallon capacity. The F-2 is designed to service airplanes of not as great a fuel capacity as that of the heavy long-range bombers, for which the 4,000-gallon tank trailer was primarily designed.

The new F-2 development can use tractor units manufactured commercially, whereas the larger tank trailer requires huge custom-built tractors.

The new unit can service as many as four airplanes at a time. Equipped with four hose reels, two in a rear compartment and two in side compartments, each with a 50-foot hose, the truck has two gasoline-engine-driven fuel pumps, with a total pumping capacity of 160 gallons a minute.

The pumping compartment is equipped with automatic carbon dioxide fire extinguishers which release at any explosion or sudden rise in temperature. All electric fittings and lights are explosion-proof, and the pumping compartment is lighted for night operations.

Hose reels are wound by air motors, conserving manpower. The trailer will pump through any or all hoses simultaneously. Valve installations make it possible to evacuate fuel from airplane tanks, or to transfer gasoline from one airplane to another, or to fill the tank trailer from a railroad tank car. Fluid segregators, eliminating foreign matter and water, are installed.

The tractor is a commercial four-wheel drive, 2-1/2-ton unit, of 131-inch wheel base, powered by a 6-cylinder

90-horsepower engine. It has eight speeds forward and two reverse. The cab of the tractor unit is set directly over the engine, increasing maneuverability and vision of the driver. Heat from the engine makes other cab heating equipment unnecessary. The cab is equipped with special ventilators. Air brakes are equipped with a low pressure indicator which makes an audible signal until the pressure is built up to a point where the brakes will function properly.

The overall length of truck and trailer is 35 feet, and the weight of the trailer, loaded, is 20,000 pounds. The complete tractor-trailer will operate at speeds as high as 45 miles an hour on the highway, and it can negotiate virtually any road, trail, or ordinary open country. The trailer tank is built of welded non-corrosive aluminum-alloy and is mounted on two double pneumatic wheels.

The oil truck, which is a new departure in airplane servicing for the Air Corps, was designed because of the inconvenience and delay resulting from servicing both oil and gasoline from the same unit, as has been the practice heretofore. Chassis for the L-1 is interchangeable, in whole or in part, with that of the F-2.

The oil tank has a capacity of 660 gallons of lubricating oil, housed in three compartments, the center one, of 100 gallon capacity, being insulated and having electric immersion heaters which keep the temperature at 110 degrees by thermostatic control, regardless of outside temperatures.

Power may be obtained either from outside sources or from a 3,000-watt generator plant installed on the truck. In addition to being used for heating the tank, the plant may also be used for operation of electric handtools and other equipment.

Two hose reels are supplied from a gasoline-engine-driven pump, which has a dispensing capacity of 18 gallons a minute. Over-sized pipelines are used to permit flow of lubricating oil at cold temperatures, and the system is so arranged that oil can be blown from the pipelines and hose to prevent congealing in cold temperatures, when the lines are not in use.

Oil can be pumped from the two outside compartments into the center heated compartment, so that after the center compartment is drained, it may be refilled from the end compartments.

The tractor unit for the oil truck is similar in most respects to that for the gasoline truck, but a smaller

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engine is used, since the load is not as heavy. A similar top speed of 45 miles an hour may be obtained, and the oil truck likewise will negotiate almost any desired trail or terrain.

Mr. J. C. Scott was the project engineer on the two new units, under the general supervision of Maj. R. P. Williams, Chief of the Equipment Laboratory, and Capt. Rudolph Fink.

A MOTOR-DRIVEN TOBOGGAN

Major Herbert L. Kumpfer, Selfridge Field Base Inspector, received reports that high ranking Army officers were "favorably impressed" by the military motor toboggan, which he co-designed, in recent tests at winter war maneuvers near Fairchild, Wis.

The basis for the military model suggested by Maj. Kumpfer, is a snow sled invented in 1927 by Carl J.D. Eliason, of Sayner, Wis., a long-time hunting friend of the Selfridge Field Air Corps

officer.

Manufactured for the Army by the Four Wheel Drive Auto Co., the motor-driven toboggan is 10 feet long and 3 feet wide. A cleated caterpillar belt, resembling a tank tread, runs lengthwise down the sled's center and drives it at 50 miles an hour. The machine will carry three soldiers and a 30-calibre machine gun. It lies close to the ground and can scarcely be seen as it roars through waist-high brush cover in the winter maneuver area.

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SUBSTITUTES FOR STRATEGIC LINEN (Continued from page 3)

but because of the possibilities of such being the case. The items listed above have all been developed in Nylon, and at the present time an attempt is being made to reproduce these articles in domestic cotton or some other suitable domestic substitute.

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L A W S O N F I E L D , G E O R G I A

From a sleepy little "air plot," manned by a hundred men and eight officers, to a modern military airdrome teeming with activity in the short period of six months, is the remarkable story of Lawson Field, Fort Benning, Ga. This home of the Army's famous Infantry School, and the almost as famous, experimental 501st Parachute Battalion, suddenly came to life late in 1940 with the addition of a GHQ Air Force Unit, two additional C&D Observation Squadrons, and the 62nd Air Base Group, and is rapidly growing to gigantic proportions.

So rapid has been the growth of Lawson Field since the former days of "Flight B," as the unit stationed at Lawson Field was then called, that correspondence is still being addressed to it.

In an effort, therefore, to acquaint the outside world with our organization and with our really interesting and "different" functions, we make this initial contribution to the Air Corps News Letter.

There will be more information on our personnel and special articles dealing with our activities in connection with the Infantry School, the Parachute Battalion and the Armored "Panzer" Divisions, which should be of considerable interest to Air Corps personnel,

most of whom have never had the same contact with these really interesting ground units.

When establishing a new field or rechristening an old field, it has always been the custom of the War Department to memorialize a flying officer who had lost his life in the line of duty. After a careful study of historical data available, it was decided to name the airdrome at Fort Benning in memory of Capt. Walter R. Lawson, a native of Georgia, who was killed in an airplane accident at Dayton, Ohio, in April, 1923.

In 1932, a group of Air Corps officers and enlisted men from the 16th Observation Squadron, stationed at Fort Riley, Kansas, was transferred to Lawson Field to constitute an Air Corps unit for utilization by the Infantry School for tactical and allied problems. It is rather coincidental that at this time the 16th Squadron was under the command of Capt. Warner B. Gates, who as a Colonel now commands Lawson Field. The group, known as "Flight B," 16th Observation Squadron, carried on operations at Lawson Field until the fall of 1940, when the 15th Bombardment Squadron (L), GHQ Air Force, commanded by Maj. John P. Doyle, Jr., and comprising

(Continued on page 17)

FLYING TRAINING

ACCOUNTING STUDENT'S TIME AT RANDOLPH

The News Letter Correspondent, delving in statistics, calculates that a student undergoing the ten weeks' basic training course at Randolph Field, Texas, has a total of 1,680 hours at his disposal, but is required to spend only 70 of them among the clouds, which leaves 1,610 hours to be accounted for. When a student winds up his ground instruction, he has used up 334 more hours, for class room studies in military law, radio code, weather, radio communications or military hygiene take up three hours a day, or a total of 189; drill and athletics, 70 hours, and courses in English and mathematics, airplane engines and maintenance, another 75 hours, thus leaving 1276 hours still to be disposed of. But even Flying Cadets have to eat, so with three "chow" sessions a day and study periods, the time is whittled down to an even 1,000 hours. Sleep is also a necessity, and with taps at 9:30 p. m. and Reveille at 5:45 a. m., or 8 hours and 15 minutes a day, the time inventory drops down to about 440 hours. Since the bright lights of San Antonio are only 30 minutes away, an allowance of 29 hours is made for entertainment in the Alamo City each week-end, which leaves but 140 hours left of the original 1680. Half of the small remainder could be spent with the instructor, who is always willing to give his pupils a few extra helpful tips or pointers, while popular "bunk flying" easily gobbles up the last 70 hours, because the student pilots do love to chat and dream about the "wings" which rapidly become a reality.

The teachers have outnumbered the pupils! This shows how rapidly the Army Air Corps is growing.

In 1937, approximately 230 Flying Cadets were receiving their primary and basic flight training at Randolph Field, Texas, 62 instructors then being needed.

During the early part of 1941, 287 commissioned officers were on the flying line, or approximately 57 more than the total number of Flying Cadets back in 1937. The students, now numbering 900, undergo basic training only, for the A-B-C's of flying, heretofore taught in the primary stage at Randolph Field, now constitute the function of various civilian elementary flying schools throughout the country.

So rapidly is the Army Air Corps be-

ing enlarged that the number of instructors at the "West Point of the Air" almost doubled in the past year; there were 153 on duty in 1940, as compared with 138 in '39, 104 in '38 and 62 in '37.

SOUTHWEST AIR CORPS TRAINING CENTER

The transposition of two classes of Flying Cadets and of two school squadrons between Bakersfield, Calif., and the Basic Flying School at Moffett Field was accomplished early in February under the direction of Col. E. B. Lyon, Commanding Officer.

Class 41-C, the second class of Flying Cadets at Moffett Field, returned to that base on February 7th and on the following day, Class 41-D, which had been at Moffett Field for approximately a month, proceeded to Bakersfield, where a temporary station had been established. Weather conditions which rendered Moffett Field too soft for flying necessitated these measures. Because of the fact that the weather held back the training of Class 41-D, it was sent to the temporary station at the Kern County Airport at Bakersfield to make up its flying time.

The 78th School Squadron, under the command of Capt. S. W. Cheyney, is in charge of the maintenance of the training ships at the Bakersfield base, having relieved the 79th School Squadron, commanded by Capt. L. O. Brown, which returned to Moffett Field.

Class 41-C, numbering 128 Flying Cadets, departed for the Advanced Flying School at Stockton, Calif., to begin the third and last stage of their training, having completed their basic work at Moffett Field and Bakersfield. The death of one of its members in a crash, Cadet Robert Baylis, formerly of Wenatchee, Washington, marked the first fatality since the training program was inaugurated on the West Coast.

FLYING CADETS FROM ALL WALKS OF LIFE

Because of the increased size of the newest class of Air Corps flying cadets attending Ryan School of Aeronautics at Hemet, Calif., a varied and interesting list of previous types of employment is represented on the roster of Class 41-F. "The extreme divergency in backgrounds of the students presents a remarkably clear picture of the lack of

V-8802, A. C.

class distinction that can be found only in a democracy such as ours," declares the News Letter Correspondent.

One instructor was assigned four cadets whose previous occupations included those of a police officer, a bartender, a candidate for the ministry and a florist. Hollywood arts are represented by a former artist from the Walt Disney studios, and a technicolor cameraman and technician.

In one section, the former skipper of a yacht, a petroleum engineer and an interior decorator fly their schedules with a radio announcer, a drummer from a swing band and a swimmer from Billy Rose's Aquacade. A former butcher, a process server and a WPA supervisor wait their turn on the flight line with a school teacher, a forest ranger and a machinist.

From every walk of life they come, but their reasons for enlisting in the Air Corps are unusually similar as well as gratifying. The foremost reason given was a desire, in these troubled times, to leave their former occupations to serve their country in the branch they felt themselves best suited for.

Many recognized the value of the education and training offered by the Air Corps and were eager to accept it to be prepared not only for any possible national emergency, but for a secure position later in civil life.

CAL-AERO ACADEMY

Cal-Aero Academy's new \$300,000 training center at Oxnard, Calif., will receive its first group of 135 Flying Cadets for primary training on March 22nd, following the record-breaking speed in construction comparable to that accomplished last year, when Cal-Aero's model training center at Ontario, Calif., was completed in 40 days and nights of working time.

The new training center will replace Cal-Aero's temporary barracks at Oxnard, which accommodated only 45 cadets per class.

Marking a second radical departure in the training of Flying Cadets, basic training at the Ontario Training Center of Cal-Aero Academy was scheduled to start on March 22nd.

One hundred Flying Cadets of the present primary class will be retained at the field for their basic training by Cal-Aero instructors, and 50 Vultee BT-15 Basic Trainers were assigned to Cal-Aero for this purpose.

The contract given Maj. C.C. Moseley's school is the first in the history of the Air Corps to be awarded to a civil school, and may be the forerunner of a policy which will release Air Corps fields now devoted to basic training, for more important military flying and tactical training.

THE NIGHT SHIFT AT KELLY FIELD

Five o'clock! Work call for the night crew at Kelly Field--just the time when most men throughout the nation are thinking of going home. The mechanics hurry to the hangars of the 52nd Squadron to report in on time. As they go they search the skies for sufficient clouds to prohibit night flying, but a clear sky meets them and a sharp new moon is hanging above the horizon even before the sun is well down. Section II is scheduled for a night cross-country trip up to Kerrville, over to Waco, then back the light line to Kelly Field.

Most of the airplanes, however, are still in the air completing the afternoon flying. By six o'clock the students have brought the ships in and taxied them up in front of the hangars. The crew chiefs are out to meet the incoming planes, and down the long line run gasoline trucks which fill the tanks with gas and oil for another three hours of flying. The mechanics snap into the last minute checks and inspections which must take place before night falls--those ever essential few minutes of work that are all important to the machine and pilot, the checking of lights, the gas and oil, and the nine cylinders that must work together in perfect timing!

It is six-thirty, and the first student has taxied his airplane to the edge of the runway, the take-off position from which he radios to the "tower" that he is ready. The control officer replies with orders to "Take off when Clear." Zoom! the first plane is in the air flying along with the last rays of a Texas sunset. The remaining planes follow him at three-minute intervals. When the last one has cleared the field, the fading roar of his engine leaves Kelly Field in a peaceful silence.

Soon, the first plane has radioed in for landing instructions. He receives the Control Officer's reply, "Wind 150 degrees, 15 miles, wheels down, pressure up, come in over north-west flood light and land." The battery of flood-light sweeps away the night as the stu-

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Dent approaches the field and cuts his throttle back for a landing. The rest come in from the dark in the same order they took off. Then follows another speedy check and gasoline service by the mechanics for the planes that "go around again" for another trip piloted by other students.

Most of the airplanes take off for the second flight, and those not needed in this second phase are rolled into the hangars, where the cowlings are unfastened, and another inspection begins. Before the mechanics are finished, any number of six routine inspections may have to be made. These planes must be ready to fly at six in the morning. The pre-flight inspection is made all over again. For the daily inspection the cowlings are removed for the check of all oil and fuel lines. Then a general inspection of all working and moving parts takes place for cracks, wear and other troubles that make the hair of mechanics turn gray.

For every 25 hours of flying a complete visual check of the entire airplane and engine takes place. In the middle of the night the men are testing control cables for wear and frays and propellers for nicks and tightness. Wing surfaces are checked for dents and holes. The fuselage must be clean. Often an airplane adds up 15 hours in the air a day, and many times the night crew completes a 25-hour inspection before morning. The 50-hour inspection is much more thorough and searching than the other ones. After about 500 flying hours, a new engine is installed, and the old one is sent to the depot for a "rest cure."

There are a radio crew, painters, and carpenters who work right along with the "night owls."

Wow! the last plane did not land until 12:45! The mechanics are fast refueling the ships and rolling them into the hangars. Each plane is looked over carefully and its time added up. A 50-hour inspection is needed on 105. and 113, while three other ships in this hangar needed 25's. It is one-thirty in the morning and there is still a lot of work to do. These planes have to be cleaned up during inspections and grease and grime removed from the engines. The men labor right on past 3:00 a.m. When the last plane is ready to fly for the morning schedule, the hangar chief shouts: "Let's close up!" A cheer goes up, the hangar doors are closed, dirty rags are picked up and trash carried out. At 4:00 a.m. they are finally through and

it is time for the boys to "hit the bunks."

SOUTHEAST AIR CORPS TRAINING CENTER

The Air Corps Advanced Flying School at Maxwell Field, Ala., held its second graduation on March 14th in the Post Theater. Of the 155 students who completed the course, 40 were Regular Army Officers and 115 were Flying Cadets. Col. Albert L. Sneed, Air Corps, the School's Commandant, who delivered the graduation address and presented the diplomas, stated in part: "You are standing upon the threshold of a larger career as commissioned officers as well as flying officers in the armed forces of the United States. You have learned to master the airplane. You have yet to learn to lead men. The quality of leadership is something that can not be fixed in you by an act of Congress. You will learn leadership only in the school of experience, and I advise you to take advantage of every opportunity to learn the intricate duties of an officer in the organization to which you will be assigned. Do not flee those duties - welcome them. You will learn leadership through your contacts with your men."

Hundreds of relatives and friends of the graduates traveled long distances to attend the exercises, taxing the capacity of the theater. At the conclusion of the exercises, the class and guests went to the flying line where news reel cameramen took pictures of the Cadets and incidents of the graduation.

This class commenced its training at Maxwell Field on January 4th with an enrollment of 164, over 94% graduating. Of the nine students who failed to complete the course, one was a fatality, three were held over for the succeeding class, and the other five were relieved for various causes. The flying time for this class totalled 11,468:49 hours. Days lost due to bad weather conditions numbered 14.9. At the present time 98 AT-6A and BC-1A airplanes are utilized at this school for student flying.

Air Corps officers constituting the faculty of the school are as follows: Col. Albert L. Sneed, Commandant; Maj. Burton M. Hovey, Jr., Director of Training; Capts. Mills S. Savage, Commandant of student officers and Flying Cadets; Wm. J. Holzapfel, Jr., and Kurt M. Landon, Commanding Officers of Training Groups I and II, respectively; 1st Lieuts. Wm. K. Kincaid, Director

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of Ground Training, and Eldon J. Hoar, Secretary. The Flight Surgeon is Maj. Wm. F. DeWitt, Medical Corps.

Class Se-41C, which is undergoing training at Maxwell Field at present, consists of one officer of the Regular Army and 157 Flying Cadets. Class SE-41D, scheduled to commence its training on March 17th, will consist of about 150 students.

On February 20th, 21 second lieutenants were assigned to Barksdale Field, La., for duty with the Advanced Flying School. In the same month 165 Flying Cadets reported at this Field for advanced training.

BASIC FLYING SCHOOL, MONTGOMERY, ALA.

"Gunter Field" is the new name of the Air Corps Basic Flying School at the Montgomery Municipal Airport.

Among the many difficulties confronting the Air Corps Basic Flying School at Montgomery, Ala., a most tantalizing handicap was that of being without a name. The name of a military headquarters is to administrative and operative forces almost as important and necessary as the stick is to an airplane pilot, particularly in the case of a new Army post. Operations are rendered more difficult and confusing through the absence of a suitable designation.

And then there is that little matter of pride, for it seems that, through the absence of a name, this school lost considerable recognition and publicity. For a number of years, Montgomery, Ala., was identified in a military way with Maxwell Field, and many still think there is only one Air Corps Headquarters in that city. In August, 1940, the War Department acquired Montgomery's municipal airport for development into a Basic Training School for Air Corps pilots. Since the name of this airport remained unchanged, it was found to be inappropriate and misleading. Meanwhile, the airport developed into an enterprising Army post but without any tangible identity.

Defense program accomplishments at Army posts, such as Maxwell Field, Eglin Field, or Fort Benning, came to the notice of the Airport personnel, but their own performance went unrecognized and unsung.

Possibly, it was too awkward for newspaper men to write "the airport on the Upper Wetumpka Highway," or "the former municipal airport," or the "Air Corps Basic Flying School."

How simple will it now be to say -

Gunter Field, Alabama. And much more informative, too! Probably it will not even be necessary to add "Montgomery, Alabama," for the name "Gunter" was closely associated with Montgomery for so many years that it is presumed everyone knows or has heard of Montgomery's late Mayor Wm. A. Gunter.

Selecting the name of a non-military person for an Army airdrone apparently sets a precedent, but in this case it is highly approved and welcomed by both military and civilian personnel in Montgomery, and it is a source of gratification to them that the War Department has honored the late Mayor Gunter, who did so much to promote aviation in this section of the country. His was the guiding force which resulted in the establishment of the Municipal Airport in Montgomery in 1929. When it became known that this airdrone was needed for national defense, he aided in effecting its acquisition by the War Department.

Now that the Air Corps Basic Flying School has been made a bona fide airdrone by the acquisition of a definite name, its personnel can feel that they are standing on their own. With the enthusiasm and cooperation already shown by them, Gunter Field bids fair to become a monument perpetuating the name of a beloved Mayor to which Montgomery citizens may point with pride.

Work is progressing rapidly on the third auxiliary field, known as Mt. Meigs Field, which is located about 10 miles from Gunter Field. Grading and leveling is practically completed and one section was seeded. The field is expected to be available for use by student pilots within the next few weeks.

Among other developments at Gunter Field which are beginning to take shape is the new hangar which is being constructed on the west side of the field. It is expected that the ramp and other buildings will soon be completed, at which time operations will begin on that end of the field.

The Training Department reports gratifying results in student night flying with the use of portable floodlights issued by the Materiel Division.

Col. Aubrey Hornsby, Commanding Officer of Gunter Field, departed for the West Coast early in February to ferry the last BT-13 airplane to be delivered by the Vultee Aircraft plant on their first contract with the War Dept. On this contract 178 BT-13 planes were received at this station.

V-8802, A. C.

FLYING TRAINING

GRADUATES FROM AIR CORPS ADVANCED FLYING SCHOOLS

March 15, 1941

Maxwell Field, Ala.

Gay, Alex Henry
 Daniel, Joe Rowan
 Burris, Ottis Jay
 Harper, Thayer Curly
 Clinton, Carl Costello, Jr.
 Sisler, Orland Odell
 Cook, Charles Edward
 Jarnagan, Lawrence Edward
 Williamson, Charles Fred
 Celotto, Robert O.
 Seeberg, Gordon Allen
 Klemovich, Joseph Thomas
 Daly, Edward John
 Lynch, James Gerald
 Ross, Frank Moore
 Hurley, John James, Jr.
 Goheen, Robert Marsh
 Guerriere, Cilio Spoto
 Teasley, Frank Shortley
 Boyd, William Greer
 Lasseter, Wilbur Hugh
 Bethune, Manning Kirk
 Groover, Marshall Emory
 Renz, L. Jay
 Till, Arthur Leo
 Teeter, L. V.
 Gardner, Joe Douglas
 Boyd, Robert Lowell
 Adair, John William
 Harlan, Dane Winton
 Smith, Tracy Wheeling
 Steeves, Jerome Irving
 Humphries, Benjamin Shattuck
 Burch, Colin Foote, Jr.
 Cartwright, Luther W., Jr.
 Maguire, James Albert
 Seguine, Randolph Hopping
 Betzold, Paul Frederick
 O'Donnell, John Curran
 Grier, Jack Gordon
 Crockett, David T., Jr.
 Kable, Max Sanford
 Rafferty, Patrick Hugh
 Andrews, John
 Budzianowski, Antonia Stanley
 Wojcik, Kazimierz
 Lancaster, Carl Richard
 Rowe, William Matthew
 McCarthy, Eugene John
 Bush, Richard James
 Crane, Jack Joseph
 Sprehe, Arthur A.W.
 Ginther, Richard Francis
 Clark, Thomas Walter
 Cermek, George Frank
 Downing, Harry Lee
 Waterer, John Bunch, Jr.
 Hawkins, Gebe Coke
 Nagle, William Emmett
 Bean, Arthur Edward, Jr.
 Poston, John H.
 Clark, William A.
 Kelly, Richard Paul
 Blair, Alan Howard

Scottsboro, Ala.
 Tuscaloosa, Ala.
 Conway, Ark.
 Eudora, Ark.
 Fayetteville, Ark.
 Jonesboro, Ark.
 Magnolia, Ark.
 Magnolia, Ark.
 Ansonia, Conn.
 Ansonia, Conn.
 Blantsville, Conn.
 Norwalk, Conn.
 New Haven, Conn.
 Smyrna, Del.
 Washington, D.C.
 St. Petersburg, Fla.
 Tampa, Fla.
 Alpharetta, Ga.
 Americus, Ga.
 Fitzgerald, Ga.
 Macon, Ga.
 Shannon, Ga.
 Auburn, Ind.
 Fort Wayne, Ind.
 Indianapolis, Ind.
 Kokomo, Ind.
 Terre Haute, Ind.
 West Lafayette, Ind.
 Fort Thomas, Ky.
 Lincoln, Me.
 Perry, Me.
 Baltimore, Md.
 Baltimore, Md.
 Baltimore, Md.
 Baltimore, Md.
 Catonsville, Md.
 Mt. Lake Park, Md.
 Towson, Md.
 University Park, Md.
 Westminster, Md.
 Brookline, Mass.
 E. Boston, Mass.
 Ipswich, Mass.
 Lowell, Mass.
 Newton Center, Mass.
 Swampscott, Mass.
 Dearborn, Mich.
 Detroit, Mich.
 Detroit, Mich.
 East Lansing, Mich.
 Traverse City, Mich.
 Wetmore, Mich.
 St. Paul, Minn.
 Chilhowee, Mo.
 Gulfport, Miss.
 Hattiesburg, Miss.
 Tishomango, Miss.
 Concord, N.H.
 Atlantic Highlands, N.J.
 Bayhead, N.J.
 Boonton, N.J.
 Deal, N.J.

Zeamer, Jay, Jr.
 Hale, Boyden Harlin
 Orr, Richard L.
 Mayer, William H.
 Dunham, John Robinson
 Hamann, Richard Houst
 Mercer, Cassa Jay, Jr.
 Hall, Ronald Fling
 Gurnow, Joseph Wilfred
 LaVier, Eugene Clark
 Fletcher, Albert William
 Walker, Peter Saville
 Galligan, Clarence J.
 Gorham, John Durham, Jr.
 Johnson, Donald William
 Noel, Dana Ellsworth
 Lewis, Robert Clayton
 Beam, James Carroll
 Bernens, Leonard A.
 Ernst, Otto Charles, Jr.
 Gebhart, Edward Carl
 Marshall, George Bullen
 Bird, Charles David
 Fellows, Walter Scott, Jr.
 Shifflet, Fred Burnam, Jr.
 Heinlen, Clayton Howard
 Post, Robert Frederick
 Graff, Hugh Reddington,
 Edminster, James Lowell
 Black, Vincent Arthur
 Egbert, Walter McFarlan
 Brown, Norwood Joseph
 Bilger, Donald Earle
 Boden, Robert Clifton
 Gabreski, Francis Stanley
 Warner, Philip Goodall
 Herron, Christian Ihmsen
 Collier, Harris Fields
 Whitlow, Floyd Bruner, Jr.
 Foley, Thomas Francis
 Robinson, Richard Walker
 Hearn, Maxwell
 Darden, Wm. Howard Union
 Augustine, John A. III
 Gillespie, Clyde Garland
 Lambert, Alfred Garey, Jr.
 Anderson, Joseph Lee
 Lingamfelter, Charles Brown, Jr.
 Hall, William Franklin
 Hutchinson, Robert Beverly
 Teague, Howard Keyes

Orange, N. J.
 Rockaway, N.J.
 Somerville, N.J.
 Trenton, N.J.
 Albany, N.Y.
 Flushing, N.Y.
 Baldwinsville, N.Y.
 Oneonta, N.Y.
 Rochester, N.Y.
 Rochester, N.Y.
 Scarsdale, N.Y.
 Schenectady, N.Y.
 Staten Island, N.Y.
 Washington, N.C.
 Akron, Ohio
 Akron, Ohio
 Alliance, Ohio
 Cincinnati, Ohio
 Cincinnati, Ohio
 Cincinnati, Ohio
 Cincinnati, Ohio
 Cleveland, Ohio
 Columbus, Ohio
 Columbus, Ohio
 Cuyahoga Falls, Ohio
 East Cleveland, Ohio
 Lancaster, Pa.
 Toledo, Ohio
 Allentown, Pa.
 Altoona, Pa.
 Chester, Pa.
 State College, Pa.
 Lewisburg, Pa.
 Mechanicsburgh, Pa.
 Oil City, Pa.
 Philadelphia, Pa.
 Pittsburgh, Pa.
 Nashville, Tenn.
 Nashville, Tenn.
 Oakville, Tenn.
 Burlington, Vt.
 Norfolk, Va.
 Portsmouth, Va.
 Richmond, Va.
 Richlands, Va.
 Richmond, Va.
 Barboursville, W.Va.
 Berkeley Co., W.Va.
 Charleston, W.Va.
 Fairmont, W.Va.
 Beloit, Wisc.
 Stockton, Calif.
 Turner, Fred, Jr.
 Sneddon, Murray McIvor
 Allen, Dana Henry, Jr.
 Duncan, Roy Roscoe
 LeBarts, Kenneth Alfonse
 McCoy, Paul Leslie
 Weigold, Lewis Barton
 Wernick, Lucian Karl
 Williams, Stanley Boyd
 Shade, Meredith
 Keys, Bernard Emerson
 Shevlin, Eugene Buckley

Flagstaff, Ariz.
 Glendale, Calif.
 Hamilton Field, Calif.
 Lodi, Calif.
 Los Angeles, Calif.
 March Field, Calif.
 March Field, Calif.
 V-8802, A.C.

FLYING TRAINING

<u>Stockton, Calif.</u>	<u>Texas</u>	<u>Illinois</u>	
California			
Smith, Wm. Andrew	March Field	Reed, Talmadge DeW.	Schaubert, Byrl F.
Kaufman, Arthur, Jr.	San Francisco	Ford, John Taylor	Crockett Idaho
Dean, Charles E.	Santa Maria	Salter, R.D., Jr.	Emhouse Pease, John Harold
Colorado		Stockton, Wm. George	Fort Worth Trail, James M.
Root, Richard L.	Buena Vista	Laird, Ollie	Galveston Snell, Earl E., Jr.
Best, Elmer Clyde	Denver	McDougall, Charles S.	Goliad Kansas
Brandon, Hubert A.	Eckley	Denton, Ashley N.	Houston Simpson, Howard B.
Price, Jerald C.	Ft. Collins	Moore, Wm. Harold	Medicine Lodge Kingsville Kentucky
Martin, Wilfred M.	Fort Logan	Keller, Stevens	San Antonio Sullivan, Chas. E., Jr.
Little, John E.	Golden	Newman, Robert C.	San Antonio Louisiana
Davitt, Wm. John	Louisville	Paschal, Wm. Henry	San Antonio Wellborn, Jeffery O.
Wilson, Carroll J.	Rocky Ford	Sherrod, Jesse R.	Barksdale Fld Stephensville
Idaho		Meeks, Poland C.	Texarkana Walker, Joe
White, Varian K.	Boise	Reeder, Clifford D.	Weatherford Squyres, Kenneth Dalton
Geer, John Henry	Buhl	Utah	Rose, Charles H., Jr.
Iowa		Wacker, Wm. Wallace	Slack, John S., Jr.
Hillyer, Roy N., Jr.	Jefferson	Butts, Clyde .	Ogden Maryland
Kansas		Washington	Salt Lake City Smith, Francis Amos
Crellin, Erwin B.	Anthony	Shafer, Robert Earl	Michigan Camas
Nelson, Arthur L.	Coffeyville	Larson, Lloyd Robert	Rupp, Paul Voorhees
Conrad, Dean D.	Coolidge	Hughes, Harrison S.	Carnation Missouri
Louk, Max	Lawrence	Gary, Willis Jewett	Hoover Schramm, Harold F.
Johnson, Earl H.	Sublette	Huey, Stanley G.	Seattle Nebraska
Barrett, Theodore C.	Wichita	Murray, Robert Hugh	Seattle Rubino, Frank James
Conley, David Morrow	Wichita	Swan, Glen Gilliland	Seattle Sorrell, LaRue Scott
Kelley, Donald Dudley	Wichita		New Mexico
Long, Wm. Maurice	Wichita		Wicks, Clark Johnson
Riley, Lewis Robert	Wichita		New York
Sellers, Wm. Bain	Winfield		Sorrels, Lawrence F.
Missouri			Trabucco, Thomas F.
Kilts, Ralph Lee	Braymer	Puckett, Robert S.	Wappingers Falls
Kempfer, Robert E.	Cape Girardeau	Wall, Wallace, Jr.	Thomas, Earle Roger
Straw, Eugene Wm.	Independence	Arizona	North Carolina
Sullens, James A.	Marionville	Smith, Woodrow Wilson	Phoenix
Danaher, Leo Joseph	St. Joseph	Arkansas	Birmingham
Hayes, Frank	St. Joseph	Routzong, Hubert J.	Guin
Cox, Eugene Wesley	St. Louis	Slade, Jack Stuart	El Dorado
Giese, Thomas D.	St. Louis	Sussky, Ira Mauzy	Little Rock
O'Neil, John Francis	St. Louis	Reese, Charles W.	Monticello
Owens, John James	St. Louis	California	
Powell, E. B., Jr.	University City	Spear, Robert Langdon	Alhambra
Montana		Stirwalt, Harry Allan	Glendale
Crecelius, Horace N.	Plains	Willard, Harlow E.	Huntington Park
Frederick, Samuel M.	Whitefish	Rencher, Ray R.	Los Angeles
New Mexico		Ruettgers, John J.	Los Angeles
Valkemaar, John J.	Messilla Park	Thrift, John Childs	Los Angeles
Oklahoma		Uglow, Ray D., Jr.	Los Angeles
Claybaker, Dale Wm.	Blackwell	Willhite, Theodore E.	Los Angeles
Griffin, Lloyd Dean	Cyril	Winship, John Wm.	Los Angeles
Oregon		Willard, Harry E.	March Field
Nysteen, Norman A.	Bend	Phinizy, Wm. Harrison	N. Hollywood
Patch, Horace Wendell	Canby	Putnam, Guy L., Jr.	Oakland
Blacker, Blair K.	Corvallis	Reading, John Harden	Oakland
Schoenfeld, Benj. F.	Corvallis	Tope, Wm. Arthur	Oakland
Woodcock, Milton E., Jr.	Corvallis	Wight, Carroll H.	Ocean Beach
Cadle, Dean Albert	Dallas	Smith, Wm. Arthur	Salinas
Wiper, Thomas Luther	Eugene	Palmer, Stanley Alden	San Diego
Nance, Donald W.	Hood River	Vick, John Oliver	Santa Monica
Howe, George Chas.	Portland	Willson, Martin E.	Victorville
McManus, Leonard M.	Portland	Florida	
Sargent, Merrill F.	Portland	Wiley, James Reed	Ocala
Gies, Carl Parker	Salem	Georgia	
Powell, Wm. Henry	Weston	Wyatt, Wm. Warfield	Rome
South Dakota		Illinois	
Hilton, James Alfred	Brookings	Vickery, Bennie P.	Bradley

FLYING TRAINING

<u>Kelly Field, Texas</u>	<u>Florida</u>	<u>Nebraska</u>
Alabama	Hagan, Crandall H.	Jacksonville
Hughes, Arthur M.	Davis, Hal Gibson	Miami
Arizona	Mills, Robert E.	St. Petersburg
Carlisle, Richard Wm.	Howe, Everitt Weir	Williston
Arkansas	Gilmore, Wm. F.	Atlanta
Hunt, Willis Bennett	Idaho	
Doyle, Garth Ellis	Gagon, Stanley E.	Idaho Falls
Blount, James Earl	Moon, Leo C.	Kamiah
Grant, James Earl	Fisher, Russell F.	Oxford
California	Crowley, Jerry N.	Twin Falls
Dempsey, Wm. Jack	Gallup, Charles S.	Chicago
Hamilton, Frank C.	Jarman, James Theodore	Chicago
Hoerner, LeRoy Day	Klein, Harry Anton	Chicago
Larkey, Isaac Farrand	Levinson, Harold R.	Chicago
Hughmanick, Douglas B.	O'Connell, Philip B.	Chicago
Hoffman, Theodore C.	Gross, Wm. Theodore	Congress Park
Karle, Alexander	Ercanbrack, Hal E., Jr.	Danville
Brett, Raymond E.	Miller, David Vern	Evanston
Homan, Frederic T.	Kobal, Frank A.	Hinsdale
Anderson, Colin Edward	Gordon, Donald M.	Odell
Hallhey, Oscar T., Jr.	Carlson, Donald R.	Rockford
Hayes, Wm. Donn, Jr.	Eckhart, Robert S.	Rock Island
LaClare, Edward F.	Davidson, Collier H.	Scott Field
Jones, David James	O'Neill, Robert Allen	Scott Field
Bilderback, Gene W.	Keller, John Bernard	Sherrard
Draper, Foy	Hilpert, Arvis L.	Stanford
Brashear, Arthur R.	Jurkens, Edward A.	Sterling
Ireland, Vernon Robert	Holdsworth, Virgil D.	Vicla
Johnston, Clifford A.	Fling, Dear Arthur	Windsor
Davis, David Samuel	Henebry, John Philip	Plainfield
Baccus, Donald A.	Indiana	
Barger, Thomas J.	Jenks, Frederick P.	South Bend
Cady, Wm. Francis	Brinkman, Frank P.Jr.	Terre Haute
Capin, Charles H., Jr.	Iowa	
Costello, Robert	Eckberg, Philip Mercer	Boone
Covert, Charles Betts	Carroll, Edward A.	Davenport
DuVal, Robert James	Burnstedt, Lloyd E.	Des Moines
Lind, Allan Roy	Gould, David	Des Moines
Lindsey, Paul Marion	Akers, Marion Jesse	Dows
Lueke, Kenneth L.	Calhan, Robert J.	Estherville
Hughett, Maurice G.	Beresford, Frank L., Jr.	Vinton
Doyle, Bernard P.	Eberhart, Francis C.	Manchester
Emberson, Channing B.	Bauer, Maurice H.	Millersburg
Field, James Robert	Corcoran, John J.	Sioux City
Miller, James Henry	Louisiana	
Davis, Max Edward	Bates, James Paul	Jonesville
Campbell, Wm. Pink	Lolley, Lawrence W.	Monroe
Elliott, Robert F.	Buhler, Wm. Schriever	New Orleans
Birlem, Keith G.	Coco, Carl Louis	Olla
Hardegree, Howard P.	Daniel, Heston C.	Pineville
Joy, Carroll H.	Maryland	
Mayes, Herbert C.	Lambert, John L.	Baltimore
O'Brien, Forrest S.	Aiken, Albert S.	Cheverly
Dickey, Allan Loomis	Michigan	
Newman, Robert Wm.	Manning, George Max	Muskegon
Grimes, Myron J.	Minnesota	
Hall, Wm. Alvin	Moen, Norton Orlander	Mahnomen
Christiansen, H.C.	Loden, Lawrence K.	Minneapolis
Colorado	Hennion, Wm. Joseph	Mound
Gill, Paul Richard	Hansen, Robert M.	St. Paul
Hall, John Kimbrough	Mississippi	
District of Columbia	Beacham, Loyd L., Jr.	Canton
Blood, Gordon Fisk	Hathorn, Vernon B., Jr.	Jackson
Carnahan, Robert G.	Nebraska	
Florida	Caruthers, Marion F.	Beatrice
Chenoweth, Wm. A. Jr.		
Kee, James J.		

FLYING TRAINING

Texas

Haney, Richard Paul	Austin
Adams, George Scott	Beaumont
McChristy, Albert J., Jr.	Brownwood
Delshay, Wm. Arnold	Corsicana
Griffin, Columbus E., Jr.	Dallas
Henry, Stephen W.	Dallas
Grass, Wm. Ellis	Edcouch
Diltz, Theo Roy	Floresville
Hendrick, Wm. Bain	Fort Worth
Johnson, Charles C. III	Fort Worth
Newman, Frank Moulton	Fort Worth
Fielder, Leo Edwin	Fort Worth
Fouts, John E., Jr.	Haskell
Harshey, John Robert	Houston
Korges, Mortimer L.	Kingsville
McClaran, Clarence E.	Marshall
Henderson, Harvey E.	McAllen
Chapmen, Wilson A.	Quitaque
Evans, Walter L.	San Antonio
Franks, Clarence E.	San Antonio
Boren, Wm. Thomas	Snyder
Campbell, Robert Lee	Stanton
Berry, Erskine G.	Austin
Matthews, Jewell, Jr.	Temple
Harris, Bentley H., Jr.	Waco

Utah

Gibson, Wm. Junior	Ogden
Johnson, Don H., Jr.	Salt Lake City
Virginia	
Andrews, Ralph F.	Norfolk
Wisconsin	
Klemann, Robert B.	Antigo
Jones, Robert John	Ashland
Guell, Carl Erhardt	Fond du lac
Foster, Earl Chester	Racine
Billings, Dana Baird	Ripon
Mayer, Robert F.	Wauwatosa
Wyoming	
Beach, Rex Ward	Lusk

Above are listed the names of 487 Flying Cadets who graduated on March 15, 1941, from Air Corps Advanced Flying Schools, as follows: Kelly Field, Texas, 207; Maxwell Field, Ala., 115; Stockton, Calif., 90, and Brooks Field, Texas, 75.

California, as usual, leads in the matter of representation of students in the graduating class with the unprecedented total of 81, followed by Texas with 56. The total representation from these two states - 137 - constitutes 28% of the entire graduating class.

Other States represented by five or more students are Illinois with 26; Ohio and South Carolina, 16; Arkansas, 15; Oregon, 17; New York, 14; Missouri and Oklahoma, 13 each; Kansas and North Carolina, and Maryland, 12 each; Iowa and Pennsylvania, 11 each; Louisiana and Wisconsin, 10 each; Florida, Idaho, Indiana, Nebraska and New Jersey, 9 each; Colorado and Mich-

igan, 8 each; Georgia and Washington, 7 each; Alabama, Massachusetts, New Mexico and Virginia, 6 each; Connecticut, Minnesota, Mississippi and Utah, 5 each.

Los Angeles, Calif., leads the cities represented in the graduating class with a total of 22 students, followed by Chicago, Ill., with 8; Baltimore, Md., Fort Worth and San Antonio, Texas, Wichita, Kansas, and St. Louis, Mo., 5 each; Magnolia, Ark.; Cincinnati, Ohio; Seattle, Wash., and Glendale, Calif., 4 each; Washington, D.C., San Diego, Long Beach and Oakland, Calif.; Corvallis, Oregon; Detroit, Mich.; Gervallie, Oregon; Lincoln, Nebr., and Spartanburg, S.C., 3 each. No other city is represented by more than two students.

The above listed graduates were commissioned second lieutenants in the Air Corps Reserve and assigned to extended active duty.

To the total of 487 graduates of the Air Corps Advanced Flying Schools, who had undergone training under the status of Flying Cadets, there should be added 90 officers who were also members of Class 41-B, making the grand total number of graduates of this class 577. The number of officers originally entering this class was 144 and the number of Flying Cadets, 755. It will thus be seen that 62.5% of the officers and 64.5% of the Flying Cadets successfully completed the flying course. With one exception (1st Lieut. Robert R. Gideon, Jr., Cavalry) these officers are members of the June 11, 1940, graduating class of the U.S. Military Academy, West Point, N.Y. Lieut. Gideon graduated from the Military Academy in the previous year.

Of these 90 officers, 40 graduated from the Advanced Flying School at Maxwell Field, Ala., and 25 each from the Advanced Flying Schools at Kelly Field, Texas, and Stockton, Calif.

The names of these officers are listed below, as follows:

Maxwell Field, Alabama

Corps of Engineers
Harry Albright French
Signal Corps
Jack Stewart DeWitt
Charles R. Fairlamb
Cavalry
Edward Joseph Walker
John Ross East, Jr.
Milton C. Barnard, 2d

Cavalry

Allan Ashley Crockett
Field Artillery
Elbert Dotterer Hoffman
Bradley Foote Prann
Robert Lamar Williams
James Lawson Orr
Ralph A. Osborn, Jr.
Coast Artillery Corps
Anthony Benvenuto
Charles Webster Bagstad
William Francis Coleman
Joseph Jackson Eaton, Jr.
William Parham Kevan
Philip Courtney Loofbourrow
James Byington McAfee
Burton Elmo McKenzie
James McLaurin Ridgell, Jr.
Irvine Harrison Shearer
Julius Boswell Summers, Jr.
Frank Benjamin Wagner
Robert Hamilton Warren
Warren Curtis Stirling
Infantry
James Fant Berry
Raymond John Downey
James Francis Downing
Edward Franklin Hoover, Jr.
Franklin Wolfram Horton
John Richard Knight
Willis Franklin Lewis
Henry Hudson Norman, Jr.
Virgil Alvin Schwab
John Joseph Smith, Jr.
Glenwood Gordon Stephenson
Victor Stanislaw Ziemowicz
Quartermaster Corps
Charles Gillies Esau
Field Artillery
Dill Baynard Ellis

Kelly Field, Texas

Corps of Engineers
Robert E. Applegate
Cavalry
George Joseph LaBreche
John William Norvell
James Ralph Taylor
Field Artillery
Richard Sargent Abbey
Davison Dalziel, Jr.
Richard Josiah Kent
Jack Pershing Thompson
Coast Artillery Corps
Andre Ringgold Brousseau
William Edward Buck, Jr.
Aquilla B. Hughes, Jr.
James H.S. Rasmussen
Percy C. Stoddart, Jr.
Solomon T. Willis, Jr.
Infantry

Fred H. Coleman, Jr.
Mercer Patton Davis
Francis Clare Gideon
Alvan C. Gillem, 2d
William Powell Litton
Theodore Ross Milton
Stanton T. Smith, Jr.

FLYING TRAINING

Kelly Field, Texas (Continued)

Quartermaster Corps
 Walter Wellman Lavell
 Raymond S. Sleeper
Addenda
 Cavalry
 Robert R. Gideon, Jr. (1st Lt.)
 Field Artillery
 Carey L. O'Bryan
Stockton, Calif.
 Cavalry
 John Z. Endress
 Field Artillery
 William Henry Birrell

Field Artillery
 Reginald James Clizbe
 Paul Schroeder Deems
 Coast Artillery Corps
 Harry Frank Bunze
 Marshall Cloke
 Arthur T. Frontezak
 Archie Joyce Knight
 Thomas F. Mansfield
 Roy Willard Nelson
 Maurice Earle Parker
 Joseph William Ruebel
 Franklin Staff Shawn
 Arthur Austin McCartan
 Howard Thomas Wright

Infantry

Frederick Leif Andrews
 Charles Henry Colwell
 Kermit Robert Dyke
 Lester Cicil Hess
 Morrill E. Marston
 Manford Jay Wetzel
 William Wilbur Wilcox

Quartermaster Corps

William Everett Marling

GULF COAST AIR CORPS TRAINING CENTER

March 14th was designated as the date of enrollment for the new class of Flying Cadets, to be known as Class 41-F.

Class 41-D members, on the verge of graduating to Advanced Flying Schools, were scheduled to be honored with a dinner dance at the Gunter Hotel on March 8th. The lower classmen, 41-E, were welcomed with a tea dance on Saturday, February 22nd, which, incidentally, was a holiday for the entire Cadet Battalion.

A queen preparing for a beauty pageant receives no more attention than the Army Air Corps' low-winged monoplanes used for basic flight training at Randolph Field, Texas, the "West Point of the Air."

Safety is stressed always, so that when one of the 900 Flying Cadets goes aloft he knows the plane has been checked and double-checked.

Inspections are numerous. Before each flight, a check is made by skilled mechanics. During the day and every day - a more thorough inspection takes place. All parts are oiled and greased and undergo a rigid examination after each 25 hours aloft.

Time comes for the 50-hour inspection. Every piece of the craft is taken apart as the search goes on for microscopic flaws.

Safety measures do not stop there. Every 450 hours, even though there has been no sign of faults, motors are sent to the San Antonio Air Depot for complete overhaul, a new motor meanwhile swinging into place.

That efforts used for the many inspections are not being wasted is indicated by absence of forced landings, even though training planes spent 28,000 hours aloft monthly.

The enlarged classes of Flying Cadets at the Basic Flying School at Randolph Field, Texas, necessitated the establishment of a second weather station thereat. This station is small but complete and operates 12 hours daily. Morning and afternoon forecasts are made by instructors in the meteorological course for Flying Cadets. The accessibility of this station, located in the academic building, has created a greater interest in meteorology among the students. Its official call letters are "RQ."

A whirlwind campaign in behalf of the 9th Corps Area Southern Traveling Flying Cadet Examining Board so swamped that Board in the Los Angeles area that several days' extra sessions were necessary to accommodate men interested in becoming Flying Cadets.

During the campaign, waged jointly by Major Malcolm J. Buchanan, President of the board, and the public relations department of Cal-Aero Academy, contractors for primary and basic training, 38 newspaper articles and continual announcements over eight radio stations brought a flood of applicants to sessions in Los Angeles, Santa Ana, Long Beach, Santa Monica and Pasadena.

ADVERTISING BRINGS RESULTS

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SCHOOLS FOR ENLISTED MEN

Approximately 142 enlisted men from organizations stationed at Moffett Field, Calif., namely, the 9th Air Base Group; 78th and 79th School Squadrons; Headquarters Squadron, West Coast Air Corps Training Center; Quartermaster Corps units, and the Mather Field recruit detachment now being organized, were sent to technical schools recently for various courses of instruction. Of the 101 men detailed to take the Airplane Mechanics' course, 50 were sent to the Spartan School of Aeronautics, Tulsa, Okla.; 26 to the Boeing School of Aeronautics, Oakland, Calif., and 25 to the Dallas Aviation School, Dallas, Texas. Ten men were sent to the Curtiss-Wright School at Glendale, Calif., to pursue the sheet metal course.

Of the group of 22 men sent to the Air Corps Technical School at Lowry Field, Calif., 14 are taking the aircraft armorers' course, six the photographic course and two the bombsight maintenance course. Five men were sent to Baltimore, Md., to attend the Motor Transport School at the Quartermaster Depot at Holabird, Md.

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A favorite practical joke of old-line men is to send several newly detailed hangar fatigue men on a wild goose chase after a bucket of "prop wash" - this being the air fanned to the rear of a plane by the revolving propeller. Recruits, of course, are supposed to believe that it is some kind of a cleaning solution for washing the propellers. Two other favorites are "a key to the parade grounds" and a "Pipe stretcher."

V-8802, A.C.

INSURANCE AND ESTATES

By Maj. Waddell F. Smith, Air Corps.
Military Personnel Division, O.C.A.C.

The most frequent question asked by military personnel about life insurance is this: Is the life insurance policy I bought from the John Doe Life Insurance Company still good since I am now in the service? In ninety percent of the cases it is. However, one should not believe blindly that his policy is good. Neither should he believe to the contrary without fact. Many cases have been known where individuals mistakenly believed their policies did not cover military service or aviation and allowed their policies to lapse.

This article is intended to aid those individuals who are in the service, or who may be called into service, to determine the coverage in their policies. Every word will be important and the article should be studied carefully by the individual who is concerned about a policy. However, it is impossible so completely to cover the subject that all questions may authoritatively be answered. Anyone in doubt about the coverage of his policy should write the home office, furnish the policy number and ask the question. An officer once said: "I am afraid to write the home office and tell them I am flying for fear they will arbitrarily cancel the policy." That feeling is wrong and should be dismissed. A company might be glad to have an aviator drop a policy which he obtained before he commenced flying. However, it is certain that no company would go on record in correspondence, stating that a policy was not good, unless it actually did not cover aviation.

Life insurance policies are presumed to cover death from any cause, and if liability for any specific hazard is waived then it must be specifically waived by rider in the policy at time of issue. If any waiver of liability is put in a policy after it has been issued and accepted by the insured, it may only be done at the request of or with the permission of the insured. An example of this is a life insurance policy on the life of an aviator and on which he pays an extra premium to cover his occupational hazard. He quits flying and asks for removal of the aviation extra rate. The company does so at his request and then includes a rider providing that the policy no longer covers the insured for aviation except while riding as a fare-paying

passenger on the air lines.

In addition to aviation coverage, policy holders often are concerned about two other occupational factors, namely, military service in time of peace and military service in time of war. All three of these occupational phases will be dealt with in subsequent paragraphs.

Life insurance companies are empowered to issue contracts of insurance, when such contracts involve the use of the mortality table or, in other words, when such contracts are based on the expectation of life of the one contracted with. Inasmuch as policies are life-time contracts, the issuing company is charged with responsibility for investigating and determining all requisite facts before entering into the contract. Then when a company once approves an application and the contract issued, the insured is considered to be insured for life, the insurance to be payable in event of death from any cause, no matter how, when or where it may happen, so long as he pays the premiums. It is not the province of a life insurance company to be able to change or readjust the terms of a policy just because an insured chooses to alter his mode of living, develops heart trouble, or changes his residence to a feverish tropical country or learns to fly, or goes to war, etc. As mentioned, the burden of determining the expected physical and occupational risk is upon the company, based on their own informational sources and the statements made by the applicant in the physical examination and application. State insurance commissions are loath to permit the companies to put riders in policies eliminating liability in event of death from certain specific causes, as the mortality tables, when developed, included deaths from all causes. Life insurance policies, therefore, are presumed to cover death from any cause and can never be cancelled or raised in rate by the companies, though some exceptions will be noted later.

Until war was declared in Europe, the commercial insurance companies were not apprehensive about war hazard. Consequently in the regular routine of issuing policies they felt no necessity to use aviation, war or military service exclusion riders, and it is pretty certain that policies issued before that time on applicants in civil life contained no such restrictions. Many aviation cadets and Air Corps Reserve officers bought insurance policies at

Standard rates and with no exclusion riders before they entered or applied for admission to the service. Such policies are perfectly valid even before expiration of the contestability period in the policy. However, if application had already been made for aviation training, and the answer "No" was given to a question in an insurance application "Are you now or do you have any intention of becoming connected with the military or naval service, either regular or reserve?", then that is a misrepresentation and, if the company learns about it, they can cancel the policy or, if death occurs from an aircraft accident, they can contest payment of the claim, but cancellation or contest must begin within the contestability period in the policy, usually two years.

The point of expression intended in the preceding paragraph is that if at the time of application the individual is not already in military or naval service and is not then flying or has not in writing expressed a request for such service, a policy issued on such application is good from date of issue in event of death from any cause. That is true even if the insured subsequently enters the service, aviation or ground service. If death occurs, even in time of war, the face amount of the policy is payable.

Since war was declared in Europe, all the companies have considered use of military service, war service and aviation service exclusion riders and have used them in individual cases or on certain age and sex classes where it was felt the possible risk was too great to assume. The insurance companies are justified in this, for their first duty is to protect the interests and invested assets of the policy holders who already are in the company.

This article relates only to policies already owned and in force in commercial insurance companies; therefore, no mention is made of what, if any, restrictions might be found imposed in policies that may in future be applied for by those who are now in the military service.

The "Contestability Clause" in every life insurance policy is universally misunderstood by policy holders and usually adversely understood. An explanation of this clause, therefore, is necessary. Every company uses its own phraseology, but the general import is the same in all, so that an interpretation of one practically means all. When such a clause says: "This

policy shall be contestable after two years from date of issue," it does not mean that an insurance company can refuse payment within that time or cancel the policy within that time, and it does not mean that an insured must wait two years to be sure of his protection. It does mean that, if a fraud or misrepresentation is imposed upon an insurance company to obtain an insurance policy and if the company discovers it within two years (some policies one year), they may sue to cancel the policy. If the company does not discover the fraud or misrepresentation and the insured dies within two years, then if the company can prove the fraud or misrepresentation they can contest payment of the insurance. The fraud or misrepresentation must have been made to obtain the insurance and it must be in the policy, as a part of the statements made in the application or to the medical examiner. If fraud or misrepresentation was committed and the insured dies within two years, even then in order to contest, the company must prove that the fraud related to the cause of death. If an applicant concealed the fact that he was an aviation cadet and obtained insurance, but died in an automobile accident within two years, the company's protest would not hold. As a matter of policy, no one would carry insurance payable upon death which might not occur until many years hence, if it was thought that the claim would be contested. Assurance is therefore given by the contestability clause that, after two years, the company deprives itself of any right of contest except for non-payment of premiums. By repetition it is again stated that a policy may not be contested even within the two-year period unless fraud or misrepresentation was committed to obtain the policy.

All companies offer an additional feature with life insurance policies for an extra premium, known as a "Double Indemnity Clause" or "Accidental Death Benefit." These clauses generally provide that if the death of the insured occurs from accidental causes that the face amount of the policy will be doubled. In the last few years, in addition to all deaths from natural causes, accidental deaths of all kinds have increased the rate by approximately 10%. These clauses are therefore good added protection, but it must be remembered that these clauses do not cover all accidental deaths. The clauses generally state that "Provided, however, that no Double Indemnity shall

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be paid if the death of the insured results from suicide, sane or insane, participation in riot, insurrection, or civil commotion, or from submarine operations or aircraft flights (except as a fare-paying passenger) or from participation in military or naval service in time of war."

How many times have we erroneously heard: "My insurance doesn't cover me on flights in army aircraft," or "My insurance is no good in time of war." These misunderstandings can nearly always be traced to reading the exceptions in Double Indemnity Clauses, as noted in the previous paragraph. The insured carries the impression that war service, aviation, etc., are not covered when actually the policy is good, only the Double Indemnity feature being restricted.

Many commercial insurance policies which were obtained prior to entry into the Air Corps contain disability clauses which provide that, if the insured is disabled from either sickness or accident for 120 days or more (or varying period), the company will waive future premiums on the policy and, in addition, pay a disability income to the insured. These clauses do not generally exclude disabilities occasioned by war service, flying accidents, etc. Therefore, policy holders in service who have such disability clauses may doubly appreciate them, especially if any flying is being done.

Any reputable life insurance company will do exactly what its policy contracts provide. Therefore, it is important that every policy holder should read his policy. Most questions can be answered in that way. However, many questions do come up and matters of service are needed. Every policy holder should feel free to call on the agent who sold him the policy, or that office in which the policy records are carried, or the home office. One who is away from home can easily obtain advice and service by calling on the nearest local office of his insurance company. However, whenever any change is made in a policy, or an amendment or an interpretation, it must come from the home office in order for it to be binding upon the company.

The foregoing article has dealt entirely with life insurance written by private life insurance companies. No mention has been made of U. S. Government Insurance or National Service (U.S.) Insurance. The Government, through the U. S. Veterans Bureau, administers

this insurance, and its purpose is to protect against all accident hazards. No military, war or aviation exclusion riders are ever used.

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LAWSON FIELD, GEORGIA
(Continued from page 5)

ing 12 officers and 159 enlisted men, was transferred thereto from Barksdale Field, La. In November, Lawson Field was further augmented by the 16th Observation Squadron, commanded by Capt. Fred S. Stocks, and comprising 11 officers and 179 enlisted men, from Fort Bragg, N. C., and by the 97th Observation Squadron from Mitchel Field, N.Y., composed of 14 officers and 159 enlisted men, under the command of Capt. Philo G. Meisenholder. In December, 1940, the 62nd Air Base Group (Special) was activated and, under the command of Capt. Stocks, above mentioned, took over the operation and administration of Lawson Field.

Today, the combined strength of all the organizations mentioned above numbers 883 officers and men, and it is expected that by the end of this year this strength will be increased to approximately 1500 officers and men.

During this period of personnel organization, the construction of barracks and other buildings was rapidly nearing completion. Roads were laid out and surfaced, and hangars and parking aprons completed.

A radio control tower, radio range, A.A.C.S. Station, new runways, underground gasoline servicing tanks, together with improved night lighting facilities, greatly increase the amount of traffic that can be safely handled at Lawson Field. In February, an expansion program, involving over one million dollars, was projected, which will triple the present commissioned and enlisted strength at this field.

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France Field's carnival float won first place in the competitive festival parade held in Colon in connection with the annual Panamanian Mardi Gras celebration. The exhibit, representing the Air Corps, was built to resemble an airplane and was "manned" by a fair crew of two - the Misses Theresa and Mary Louise Rozburski, daughters of Master Sgt. Rozburski, of France Field. The float was built in the Panama Air Depot by Master Sgt. John K. Williams, A.C., under the supervision of Col. Edwin J. House, Commanding Officer of France Field.

TACTICAL TRAINING

Fort Douglas, Utah.

The Ninth Bombardment Squadron stationed at Ft. Douglas, Utah, recently spent two weeks at Muroc Bombing Range in southern California, conducting practice and record bombing. Operating in shifts enabled each combat crew to inhale the famed California sunshine every second afternoon. The cold nights, however, made even four blankets seem inadequate, and many found it necessary to sleep in winter flying suits.

In the first week the Squadron was favored with blue skies and unlimited visibility. Master Sgt. James E. Worley, Staff Sgts. Charles T. Reeves, and William F. Krueger qualified as Bombardiers. During the second week, however, the weather turned sour, featuring high winds, a sand storm and heavy rains. Muroc Dry Lake soon became Muroc Lake.

Due to the condition of the field, it was necessary to suspend flying for three days. Conditions then improved sufficiently to permit the airmen to return to Salt Lake City in time to participate in Group bombing exercises the following day.

Hickam Field, T.H.

The 42nd Bombardment Squadron, stationed at Hickam Field, T. H., was recently engaged in ten days of maneuvers at the Bellows Field gunnery camp, the principal activities being aerial gunnery and pistol firing. The ideal location of this field enabled the personnel to devote their spare hours to fishing, hiking, mountain climbing, athletics, and just plain relaxation under the palm trees.

Here is how the News Letter Correspondent of the 31st Bombardment Squadron, Hickam Field, T. H., sums up the main function of that organization:

"The news that a Bombardment Squadron likes to advertise and talk about is that of its major activity, bombing averages and results, especially if they are high and credit mentioning. We are proud to say that under the guiding and capable hand of Capt. McCafferty, Commanding Officer of the 31st Bombardment (H), this organization is the leader of the entire field in dropping those pills in that, such a little, circle."

MacDill Field, Fla.

Extensive flight operations were performed on March 3rd by the 52nd Bombardment Squadron, MacDill Field, Tampa,

Fla., utilizing B-18 planes. The morning period was devoted to ground gunnery in formation, while in the afternoon formation bombing was conducted on a water target. In the evening, each junior pilot received an hour's work in night B-18 transition.

Savannah Air Base, Ga.

Personnel of the 16th Bombardment Squadron, stationed at the Savannah, Ga., Air Base, were recently afforded excellent training in long range operations. In addition, according to the News Letter Correspondent, the Squadron "left a trail of theoretical destruction from simulated bombs from coast to coast." The unit training mission to the West Coast was participated in by 12 officers plus crews, utilizing four B-18's. An assembly program, plus a bombing mission, was executed, the personnel staying overnight at Barksdale Field, La. The second leg of the flight to El Paso, Texas, was made into the teeth of a 60-mile gale which raised dust to 12,000 feet, necessitating instrument flying from Abilene, Texas, to destination. Under these adverse conditions, the Squadron theoretically destroyed Red Bluff Reservoir Dam. The next day's jaunt into March Field was accomplished without incident.

The weather very accommodatingly closing in at March Field, the personnel had four days in which to visit various places of interest in Hollywood, also the Douglas aircraft plant in Santa Monica.

Returning to their home station, the airmen took off early in the morning for Wichita, via Grand Canyon, arriving there at dusk. The moderate tail wind wound up into something really helpful the next day, and in the last leg to Savannah the B-18's passed check points like A-20's.

Personnel participating in the flight were Capt. Arnold L. Schroeder, 1st Lieuts. Richard D. Callaway, Clifford W. Ludwig, Edward N. Backus, 2nd Lieuts. Sherman F. Stacher, Joseph A. Chambers, Victor D. Kadanka, Robert G. Ruegg, Shelby Harper, Stanley R. Vosper, Alisson Maxwell, Staff Sgts. James B. Scruggs, Jr., H. C. Templeton, Hilroy Boswell, J. L. Overton, Robert E. Butler, K. W. Neal, Sgts. Clarence Slayton, Elmer Lemesh, E. E. Sitteljorge, C. B. Nicely, Cpl. Oris D. Reagan, R. T. Savage, Wm. H. Lancaster, Pvts. 1st Cl. B. G. Braddock, Hugh W. Jenkins, Wm. H. Wallace, and Joe E. Dennis.

TACTICAL TRAINING

The mission was entirely successful in all respects, serving as a graduation exercise for junior officers to the status of combat pilots, and providing a change of scenery for them as well as some recreation.

Albrook Field, Canal Zone.

The 37th Pursuit Group, Albrook Field, commanded by Maj. Milo Clark, is undergoing a period of intensive aerial gunnery instruction at the Rio Hato Training Base, Republic of Panama, which will continue until April 12, 1941.

The ground echelon of 100 men of the 31st Pursuit Squadron, under the command of 1st Lieut. Kyle L. Riddle, which left Albrook Field by truck convoy on February 28th, carrying their field radio, armament and kitchen sections complete, will maintain the Group's equipment while acting as the service element at the base. They were scheduled to be relieved in approximately two weeks by the 30th Pursuit Squadron, which will serve in a similar capacity while the 31st Squadron engages in gunnery practice.

The air echelon, consisting of the Pursuit planes to be used and the first of the pilots undergoing their gunnery training, left Albrook Field on March 3rd, under the command of Capt. Morley F. Slaght, who will be in charge of the training operations at Rio Hato.

MacDill Field, Fla.

The 52nd Bombardment Squadron, stationed at MacDill Field, Fla., carried out a 4-plane navigation mission to El Paso, Texas, and return, departing on March 1st and returning in the early morning hours of March 3rd. Each plane carried four officers.

The crews of all planes received experience in pilotage, dead reckoning and celestial navigation, formation flying, radio and day and night interception. Nine junior pilots were checked off on B-18 cross-country flying.

Good Progress by Texas Squadron

The 111th Observation Squadron, formerly the 36th Division Aviation, Texas National Guard, recently completed a basic period of military training and is now engaged in a program of specialized courses, including the study of Spanish.

This Squadron was inducted into the Federal service on November 25, 1940, and moved on January 12, 1941, from Houston, Texas, to its new station on

the Brownwood, Texas, Municipal Airport. The personnel live under canvas. The camp will be about completed when the hangar under construction is ready for occupancy.

Maj. Aubrey W. Schofield commands the Squadron, his staff consisting of Lieut. Louis E. Hobbs, Adjutant and S-1; Capts. R. F. Wiseheart, S-2; B.L. Austin, S-3; Earl Showalter, Engineering Officer, and Lieut. Ben Schnapp, S-4.

Lieut. Gen. Herbert J. Brees, commanding the Third Army, and Maj. Gen. Walter Krueger, Commander of the VIII Army Corps, visited the squadron the latter part of February.

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GUNNERY SCHOOL AT LAS VEGAS, NEVADA

According to a War Department announcement, authority was granted for the construction of housing and facilities for a flexible gunnery school at an estimated cost of \$2,266,013 at Las Vegas, Nevada. The facilities will be adequate for about 2,800 officers, cadets and enlisted men, the construction authorized including:

Fifty-eight barracks; 13 each supply rooms and day rooms; 11 administration buildings; five each warehouses and mess halls, four school buildings; three each officers quarters and Link trainer buildings two recreation buildings; one each fire station, 150-bed hospital unit, flag pole, motor repair shop, telephone building, theater, group operation building, Air Corps shop, radio station building, guard house, post exchange, gasoline storage, utility building, commissary, cadet operation building, range building, and control tower; also utilities, fencing, grading, and other necessary work.

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TRANSFER OF 31ST AND 4TH A. B. GROUPS

The War Department announced that the 31st Air Base Group, consisting of about 140 officers and men, will be sent from Barksdale Field, La., to the Tucson Air Corps Facility, Tucson, Ariz., and the 4th Air Base Group, consisting of about 140 officers and men, are to be transferred from March Field, Calif., to the Albuquerque Air Corps Facility, Albuquerque, New Mexico, for permanent change of stations at dates to be determined by the Commanding General, GHQ Air Force. The movements are to be made by air, motor and rail.

NEWLY ACTIVATED ORGANIZATIONS

Albrook Field, Canal Zone.

The 2nd Materiel Squadron of the 15th Air Base Group was on February 1, 1941, redesignated the "19th Materiel Squadron."

Hamilton Field, Calif.

The newly activated 51st Pursuit Group (Interceptor) is composed of personnel from its noted parent, the 20th Pursuit Group. Its four units, the Headquarters Squadron, the 16th, 25th and 26th Pursuit Squadrons, are commanded, respectively, by Capt. J. N. Durham, who is also Group Commander, Lieuts. L.W. Goddard, E.H. Tolan and C.W. Dunning. The group is scheduled for permanent station at March Field, Calif.

The 70th Pursuit Squadron, 35th Pursuit Group, activated January 1, 1941, began operations on January 15th with 30 men. On February 12th, the squadron had 62 men present for duty. Capt. Harold B. Wright and 1st Lieut. Henry Viccellio were assigned to the squadron on the date of its activation, and five officers were attached for flying training. Since then three of these five officers were ordered to foreign service.

Savannah Air Base, Ga.

With the activation of the 79th Bombardment Squadron (L), many grades and ratings were allotted. Capt. C. U. True, a recent arrival from Maxwell Field, is the Commanding Officer; Master Sgt. Steve J. Schultze, Line Chief; Staff Sgt. Neal F. Holmes, acting First Sergeant; Staff Sgt. Thomas G. Greene, Squadron Sergeant Major; Sgts. Delbert Villanueva, Armament Chief; Edgar F. Braddock, Tech. Supply; and Homer M. Gerteis, Squadron Supply. On February 13th, the strength of the Squadron jumped from 29 to 41 men, the newcomers being assigned from the Provisional Air Corps Detachment at Barksdale Field, La. The 79th expects to leave for Manchester, N.H., in the very near future.

The 56th Pursuit Group (Interceptor) recently celebrated its anniversary of one month, having been activated on January 14, 1941. Lieut. Col. Younger A. Pitts, former Operations Officer of the 27th Bombardment Group, is the Group Commander, as well as commander of the Headquarters Squadron. First Lieut. Morton H. Van Sicklen is Acting Executive Officer, Materiel Officer and Adjutant, in addition to his regular assignment as Commanding Officer of the 62nd Pursuit Squadron. Capts. Harry F. Van Leuven and Norman B. Burnett

are in command of the 61st and 63rd Squadrons, respectively. Noncommissioned officers were assigned to the various key positions in the Headquarters, 61st, 62nd and 63rd Squadrons, in the order given, as follows:

First Sergeants: Wm. M. Tidwell, Chas. B. Palmer, John W. Mitchell and Hose H. Lovelace.

Line Chiefs: Tech. Sgt. Lester Thomas, Master Sgts. Richard E. Hoijer, Irvin L. Clark and Tech. Sgt. James H. Crawley.

Flight Chiefs: Staff Sgt. Clifford H. Billingsley, Tech. Sgt. Junious A. Smith, Staff Sgt. Cecil Brooks; no assignment for 63rd.

Sergeant Majors: Sgt. Wm. F. Hooper, Staff Sgt. Jack M. Barrier, Sgts. James W. Fountain and Guy W. Hayden.

Radio Chiefs: Staff Sgts. Marvis Williams, Jack E. Cariker, Ernest Kantomski, and Tech. Sgt. Howard N. Scales.

Engineering Chiefs: Pvt. 1st Cl. Carl G. Stone, Staff Sgt. Wm. L. Jones, Tech. Sgts. Herbert M. Chew and Dave Smith.

Armament Chiefs: Staff Sgts. Lindsey P. Dale, Raymond G. Carter, Master Sgt. Frederick A. Sheehan and Staff Sgt. Wilbur C. Thielbar.

Chief Operations: Staff Sgts. Glen B. Crocker, Johnny C. Gault, Sgt. Harleth D. Falk and Staff Sgt. Armand James.

Q.M. Supply: Sgt. Charles H. Wright, Staff Sgt. Erich H. Voss, Sgt. Bryant R. Fortner, and Staff Sgt. Choron A. Grilsley.

Technical Supply: Cpl. Franklin M. Hallmark, Staff Sgt. Eugene M. Jackson, Sgts. Cecil G. Smithson and Frank Price.

Mess Sergeants: Sgts. Martin M. Hanes, Thomas M. Tarpley, R. L. Murray and Staff Sgt. Paul J. Miller.

The present home of the group is in one barracks in the 17th Bombardment Squadron (L) area at the Savannah Air Base. "Sometime this spring," declares the News Letter Correspondent, "we will move to Charlotte, N.C., and occupy a brand new base almost ready for us."

On January 14th, the 13th Bombardment Squadron gave birth to the 51st and 79th Bombardment Squadrons and aided greatly in furnishing personnel for the 8th, 10th and 17th Reconnaissance Squadrons. Although the newly activated units are still attached to the 13th Squadron for administration, the News Letter Correspondent declares that it is expected they will soon be on their own.

NEWLY ACTIVATED ORGANIZATIONS

The 78th Bombardment Squadron (L) was activated on January 15, 1941, with Capt. Harold Q. Huglin as its Commanding Officer. Twenty-seven trained men were assigned to it from its parent organization, the 8th Bombardment Squadron (L). The 78th is attached for duty with the 8th pending departure for permanent station at Manchester, N. H. "Upon our cadre nucleus," declares the News Letter Correspondent, "we expect to build and train a complete organization, efficient in its combat duties and worthy of its place among the units of the U.S. Army Air Corps."

On January 15, 1941, the 16th Bombardment Squadron (L), gave birth to the 57th Bombardment Squadron (L). At this writing the new outfit consists of one officer and 27 enlisted men. It is eagerly looking forward to receiving its full quota of officers and men and the transfer to the new base at Oklahoma City, Okla. First Lieut. Richard D. Callaway is the Squadron Commander, and the noncommissioned officers assigned to key positions are as follows: Master Sgt. Stanley J. Krovontka, Line Chief; Wm. H. Southern, 1st Sergeant; Sgts. Calvin A. Noble, Operations Chief; Ben H. Burns, Squadron Supply; Owen C. Allen, Mess Sergeant; Staff Sgts. Luther E. Holmes, Communications Chief; Calen A. Pratt, Armament Chief; and Cpl. Ercel E. Taylor, Technical Supply.

Out of the confusion of the recent activation of the new Air Corps units, the 11th Reconnaissance Squadron emerged as one of the new units, consisting at present of 43 men, the majority of whom are in their first enlistment. The correspondent states that what these men lack in service and experience they make up in loyalty to the new squadron, and that a spirit of unity prevails. First Lieut. Allman T. Culbertson took over the command of the squadron. Assisting him is 1st Sgt. Eugene C. Lossett.

The 16th Bombardment Squadron lost many of its "old men" due to the expansion program, for on January 15, 1941, it became the parent of two new units, the 55th and 57th Bombardment Squadrons, whose ultimate station is Oklahoma City, Okla. The 16th also furnished part of the men for the cadres of the 9th Reconnaissance Squadron, scheduled to go to Oklahoma City; the Hqrs. Squadron, 56th Pursuit Group,

and the 63rd Pursuit Squadron, slated for Charlotte, N. C., and the 11th Reconnaissance Squadron, to remain at the Savannah Air Base.

The Hqrs. and Hqrs. Squadron, 46th Bombardment Group (L) is making rapid progress since it was activated a few weeks ago. The men assigned to key positions have taken hold and are doing well. Maj. Guy L. McNeil is the Group Commander as well as Commanding Officer of the Headquarters Squadron. On February 13th, the squadron was increased by seven enlisted men transferred from Barksdale Field, La.

Since the activation of the 50th Bombardment Squadron as a cadre unit, its personnel was increased by seven recruits who received their basic training at Barksdale Field, La. They will be instructed in guard duties and in the use of the Army .45 Cal. automatic pistol at the recruit center at the base. The 27 charter members of the squadron are beginning to feel like old veterans, due to the influx of new men. The correspondent opines that the newcomers will quickly absorb the admirable team spirit which so permeates this new and as yet untried outfit.

FLIGHT THROUGH CARIBBEAN DEFENSE AREA

Two B-18A Bombers, with Lt. Col. Wm. S. Gravely in command, departed from Albrook Field, C.Z. for a flight around the Caribbean area, the route followed being Maracaibo, Venezuela; Port of Spain, Trinidad; Boringuen Field, P.R.; Kingston, Jamaica, and return.

The purpose of the flight was to acquaint with conditions in the Caribbean area two staff officers designated for assignment to the staff of the Caribbean Defense Command Headquarters, namely, Col. Wm. C. Christy, who has been Inspector General of the Panama Canal Department, and Lieut. Col. Wm. S. Gravely, Air Corps, who has been G-3 of the Panama Canal Department Air Force. Maj. Louis J. Tatom, of Panama Canal Dept. Hqrs., also accompanied the flight.

The crews were: Capt. Jack Malone, 1st Lieut. Herbert A. Von Tungeln, 2nd Lieuts. Richard G. Jones, Hiram F. Conant, Harold G. Senften; Staff Sgts. John C. Blakemore and George Haber, Jr., (74th Bombardment Squadron); and Robert W. Wheeler and Gustav H.L. Ferhm, Hqrs. Squadron, Panama Canal Dept. The flight returned on March 5th.

Canal Zone:

A B-18A Bomber, of the 99th Bombardment Squadron, 9th Bombardment Group, stationed at Rio Hato, Republic of Panama, crashed into Panama Bay, a short distance from Venado Beach, about 6:30 p.m., February 27th. It was seen to burst into flames as it struck the water and it continued to burn until it sank shortly afterwards.

The Bomber was on a routine training flight and carried a crew of three officers and four enlisted men, all of whom perished. The airplane had departed from Rio Hato at 6:00 p.m. WYYT, the radio station at Rio Hato, held constant radio contact with the Bomber as it progressed towards the Canal Zone, flying along the Pacific Coast. At exactly 6:30 p.m., its position was reported as being between Bruja Point and Venado Beach. First Lieut. Jack L. Schoch, commanding the flight, communicated with Rio Hato to the effect that he was starting to climb to 14,000 feet and would fly at that height an unspecified length of time. This was the last report received by radio. At about this same time, visitors at the Balboa Yacht Club reported that they saw an airplane fall into the ocean in the vicinity of Venado Beach. This report was verified by members of a searchlight battery at nearby Fort Kobbe.

The Air Corps crash boat, "General Menoher," and a Navy launch arrived at the scene without delay. Shortly thereafter, Army airplanes took off from Albrook Field and circled over the locality, dropping magnesium flares which cast a brilliant light over a wide area. Searchlight batteries along the Fort Amador causeway, the fortified islands and other nearby points were trained on the spot, every endeavor being made to effect a rescue. The Navy cooperated in the effort to lift the wrecked airplane with apparatus on the Navy barge, "Mary Ann," 12 divers participating in the operations. Lifted to the surface by a derrick, the plane fell to pieces in the attempt to swing it on the deck.

The members of the crew of the Bomber, all of the 99th Bombardment Squadron, were: First Lieut. Jack L. Schoch, Pilot; 2nd Lieuts. Mac Bartlet Stevenson, Co-pilot; Reuben W. Mayne, Navigator; Sgts. Elmo B. Solberg, Radio Operator; Arthur Zence, Flight Engineer; Cpl. Frank T. Waclawski, Flight Engineer; and Pvt. 1st Cl. Norman Cohen, Radio Operator.

In the February 13, 1941 Morning Report of the 43d Pursuit Squadron, Albrook Field, Canal Zone, there is this notation: "2nd Lieut. Fisher A-R duty to died." To the personnel of this Squadron, this terse statement holds a world of significance, in that we lost one of the most brilliant and ambitious young men ever to arrive at Albrook Field.

John Fisher had two major interests in his life - flying and mathematical research. He knew more about aerodynamics and the history of aviation than many a senior pilot. As for calculus, geometry and differential equations, he was rapidly on his way towards a Master's degree at Brown University, Providence, R.I., when he entered the Air Corps.

Besides being a valuable asset to the service, Lieut. Fisher had a way of forming friendships and instilling confidence in his associates which makes his loss even more difficult to bear. The 43d salutes you, John Kepplinger Fisher! You were a fine officer and a great man.

Moffett Field, Calif.:

Two airplane crashes recently resulted in the death of two instructors and one Flying Cadet. One accident occurred near Moffett Field, Calif., and the other a short distance from the temporary station at Bakersfield, Calif.

Two flying instructors at Moffett Field, 2nd Lieuts. Walter S. Rutherford, Jr., of San Francisco, Calif., and Henry G. MacDonald, of Syracuse, N. Y., were flying in a BT-13 Training plane, when it struck a power line, crashed into a hill near Sunol, some 40 miles from Moffett Field, and burned. Lieut. Rutherford was killed, and Lieut. Mac Donald, thrown clear of the plane and seriously injured, was able to travel a short distance to a road, where he called for help.

First Lieut. Walter J. Alsop, of St. George, Utah, and Flying Cadet Donald J. Stanford, of Red Oak, Texas, were instantly killed when their training plane went into a spin and crashed near Rosedale, eight miles from Bakersfield, where the Moffett Field Basic Flying School has set up a temporary station. Lieut. Alsop is survived by his widow and Cadet Stanford by his mother.

Through the courtesy of Mr. Walt Disney, the recently activated 23rd Pursuit Squadron, Prince Air Base, Puerto Rico, has a design for its insignia picturing a ferocious looking falcon, equipped with goggles and boxing gloves, diving down on its prey.

"WINGED WARFARE"

Major General Henry H. Arnold, Chief of the Air Corps and Acting Deputy Chief of Staff, and his collaborator, Colonel Ira C. Eaker, have written a new book - "Winged Warfare" - which, judging from its popular reception, answers many vital questions which the American people are now asking regarding the nation's air defense.

Various types of planes, their equipment and weapons are interestingly described. Other subjects touched on are combat and maintenance crews, air bases; the organization of an air force; air tactics; strategy of air force operations; defense against air attack; aircraft production; aeronautical research, experimentation and development; and the air force for America.

The authors assert that today our planes, type for type, are in all cases equal to, and in many cases superior to, the aircraft now engaged in the bitter fighting overseas; that the air force which we are building today is thoroughly modern and takes full advantage of overseas developments.

The requisite characteristics of the men upon whom the nation must rely to pilot our planes are outlined, as well as the tasks confronting the bombardier, the aerial engineer, the navigator, the radio operator, the observer and aerial photographer, and the maintenance crew. High tribute is paid the men on the ground - the mechanics - the authors stating that "The success of an air force will depend in great measure on the skill, training and loyalty of its ground maintenance crews." Several pages are devoted to the new parachute troops and other branches of the Army performing vital services for the Air Corps.

Discussing the immediate need for permanent as well as temporary air bases, the authors disclose that provision of air bases is one of three major air force problems, the other two being flying men and flying machines.

Referring to our Air Force organization, the authors describe the functions of the Chief of the Air Corps, his assistants, and of the Commanding General of the GHQ Air Force; the composition of the Wing, Group and Squadron; the mission of the recently created Air Defense Command. Several pages are devoted to cooperation with the Navy, National Guard and Organized Reserve. Air organization in Germany and Great Britain is outlined.

In describing recent air operations in Europe, the effective cooperation of the air force with mechanized forces is stressed. Dive bombing, never enthusiastically received by America's leading airmen, may be abandoned, it is claimed, in favor of low altitude horizontal bombing from an altitude beyond the range of automatic small-caliber weapons. Parachute troops are characterized as very effective surprise factors. Cooperation of pursuit or fighter aviation is deemed of great value in protecting a land army from air attack. It is fairly generally agreed that no land or naval battle will be won while the enemy holds air superiority. Armies or navies must ride secure in the fact that a devastating attacker will not descend upon them from the sky and destroy their weapons, their supply depots, communications or reserves, or alter their plans.

Pointed comments are made on airtactics, such as -

The greatest protection of the bomber, once it is discovered by the enemy pursuit, lies in tight formation with the resultant grouping of defensive fire power.

Untrained combat crews should never be entrusted to take bombers costing a quarter of a million dollars into tight situations.

Try new methods when an old method of attack proves costly; shift promptly to new experiments. Air tactics must be elastic, changeable to meet changing conditions; airmen must be alert and open-minded. They must learn tomorrow's principles of attack from today's air battle.

Stoic leadership is imperative; vacillation, indecision, delay mean disaster; split-second thinking is the rule; second guessing for the airmen is out. Bold, aggressive leaders win air battles.

Airplanes must be modern, up-to-date in speed, protective fire power and weapons. It is uneconomical to keep tactical units equipped with inferior planes.

Morale is more important for the air fighter than for any other military man. He must be imbued with the offensive spirit. In air fighting, crews and planes must be conserved and not frittered away on useless targets. In the chapter devoted to "Strategy of Air Force Operations," which discusses this all important subject so vitally affecting the very life of nations, it is stated that there is a greater likelihood that poor strategy will cause

the overthrow of nations than poor tactics. An example cited is the failure of England and France to prevent the creation of the German air force or to build more powerful air forces of their own. Correct thinking is the basis of all successful strategy. The answer to our requirements for adequate protection is an air force large enough to prevent the incursion of any foreign establishment, one able to concentrate more aircraft in any of our critical vital areas than can be concentrated for attack against these establishments.

Hemisphere defense, it is stated, involves air forces, sea forces and land armies in correct proportion under a common command and with a common objective. These forces must be trained to work together and speak a common language. The provision of adequate air bases, well distributed, reduces the necessity for airplanes of a range between 10,000 and 12,000 miles. An airplane of 3,500-mile range might be substituted for direct action against any possible opponent if adequate bases are provided in all theaters.

The life of a nation may depend not on the success of air fighting but on the ability of the aircraft industry to maintain the fighting forces at full strength in arms and equipment. This means a tremendous aircraft industry, for a nation with an air force of 10,000 fighting planes, if attacked by a larger air force, might well require a replacement of at least 30,000 planes a year. Wise, farsighted leadership in a democracy can enforce the cooperation of three essential elements - capital, labor and production facilities - to a common end. Only in this way will a large air force be maintained in continuous operation. Germany's astounding victories were due to the fact that she was well prepared to produce airplanes in quantity, and from this America has a very important lesson to learn.

In the chapter on "Defense Against Air Attack," various counter measures are touched upon, including light single-seater pursuit planes, anti-aircraft artillery, small caliber fire, barrage balloons, the warning net, camouflage, underground shelter and black-outs. It is stated that an unmeasurable factor of tremendous importance in withstanding the air onslaught is civil morale.

In the chapter on "Aircraft Production," the steps taken by this country to bolster its air defense - Time be-

ing stressed as a most vital factor - are reviewed. "We have been told repeatedly," they say, "and nearly all sources seem to agree, that Germany's production is about 3,000 planes per month. It took her six years to reach that level. Thus, it is evident that there is a vital time factor in aircraft production which cannot be discounted, but which must be taken into full account in the building of air forces." Air forces must be in being when a war starts; there will not be time after the bombs begin to fall to build either the factories or the planes for the creation of a larger air force. Although funds were appropriated for the delivery of 21,000 Army planes by July, 1942, Congress will face an important decision as to how many airplanes 1942 appropriations will provide for delivery in 1943. If the American aircraft industry is to maintain a production rate of 36,000 planes a year, it will be necessary for Congress to provide funds for many planes for the fiscal year 1943. Obviously, an aircraft production of 36,000 planes per year cannot be maintained indefinitely, involving as it does a cost of almost a billion dollars per annum. The possibility of a cessation of hostilities in the midst of this intensive aircraft production would create a serious economic situation.

A chapter is devoted to the various governmental agencies engaged in aeronautical research, experimentation and development.

Very comforting facts and figures are noted in the last chapter, setting forth our present capabilities in the way of providing pilots, mechanics and aircraft; what has been accomplished thus far in establishing new air bases; and what we may look forward to next year. The schools now capable of turning out 10,000 mechanics and 5,000 pilots a year will by midsummer have a capacity of 20,000 mechanics and 12,000 pilots. Our aircraft industry, now capable of producing about 1200 planes a month, should in late 1942 produce about 3,000 planes a month. Nineteen permanent and 23 temporary air bases will be ready for the operation of aircraft in the spring of 1941. There is a possibility, however, that the production of 36,000 planes a year might not be enough, for in the event of a war between the United States and a coalition of the leading powers of the world now unsympathetic to our government and our economic policy, an aircraft capacity of more than 50,000 planes per year might be brought against us.

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which means that by 1942, when we have reached our 36,000 plane rate, we might have to double it. In the meantime, it is better to expand by gradual steps and avoid the hectic period of mushroom growth we witnessed in the first World War.

The building of an adequate airforce will require the expenditure of vast

sums; the coordinated effort of many thousands of citizens and heavy taxation for all of them. But it is unlikely that a nation such as ours can maintain its integrity and continued existence in its present way of living unless it establishes and maintains the world's strongest air force.

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B R E V I T I E S

Core and Core are Corporals in the Air Corps. Since their original assignment to the 13th Bombardment Squadron at the Savannah, Ga., Air Base, the brothers stuck together closer than Siamese Twins. When they were separated recently and assigned to different units, each wished the other the "best of luck," keeping their chins up and their spirits high.

In the division of cadres recently to form new Squadrons, the 8th Bombardment Squadron, Savannah Air Base, Ga., lost Master Sgts. E. M. Adams and J. L. Gilinsky. Both had long and continuous service therewith, the former for nine years and the latter, practically a charter member, for 15 years. The service of these men was of the highest type, and the Squadron never hopes to have any harder working or more conscientious men on its rolls.

During February, the Air Corps Training Detachment at Glendale, Calif., reached its peak in the training of enlisted men, a total of 604 undergoing instruction as mechanics at the Curtiss-Wright Technical Institute. It is stated that this level will be maintained, with new groups of approximately 50 men arriving each two weeks to replace similar groups of graduates.

Early in February, the officers of the 23rd Pursuit Squadron at the Ponce Air Base, Puerto Rico, had the pleasure of flying together as a unit for the first time since leaving Langley Field.

With the completion of the temporary 1500-foot runway at the Ponce Air Base, Puerto Rico, officers of the 36th Pursuit Group recently had the pleasure of flying together for the first time since leaving Langley Field. Prior to this time all the P-36 planes were left at Borinquen Field, and each squadron in the Group spent a week at a time on detached service there for the purpose of flying training.

National Defense activities along the Lake Huron shore between Selfridge Field and the aerial gunnery range, near Oscoda, appear to cause much distress, among turkey hens. Talking recently to Selfridge Field officers, a Lexington, Mich., turkey farmer stated: "When these low flying Pursuit planes come over our barnyard, my turkeys set up an awful clatter, leave their nests, and take to the air in defense of their eggs and poult. Several days ago, one of my turkeys flew to the top of a haystack and refused to come down until dark. They think the plane shadows are hawks and go wild with fright. We'll have to start using incubators and brooders if we're going to keep in the turkey business." Selfridge Field officers assured the farmer that they will minimize interference with turkey family functions.

An impromptu celebration at the Cal-Aero Training Detachment at Glendale, Calif., followed an announcement to the effect that, of the original enrollment in Flying Cadet Class 40-G to undergo primary flying training at that training center, 81 per cent subsequently completed the course at the Advanced Flying School at Kelly Field, Texas. This almost incredible figure is a startling advance over the national average of 57.3% for corresponding classes at all the primary training detachments.

The Quartermaster at Westover Field, Mass., announced a new system of rationing, similar to that used in the field, the experiment to go into effect on May 1st and last for three months. The plan is to prepare menus a month in advance, each mess hall to be given the same food but differing in amounts according to the number of men being fed. The menus will be prepared to insure full quantities of vitamins and calories.

KELLY FIELD'S FIRE DEPARTMENT

America's foremost college of the Air, Kelly Field, Texas, just like any other growing, respectable community of good citizens, maintains a modern and most efficient fire department for the safety of its growing population.

Under the direction of Staff Sgt. C. F. Wheeler, in charge for the past 8 years, the department has functioned smoothly along with a personnel of about 30 men, who are chosen from the different organizations, live in the Firemen's Barracks and, when on duty, remain within call at all times.

As a rule, half of the men are usually on duty for 48 hours, followed by 24 hours off duty. They are privileged to attend the post movies free of charge and receive free transportation to and from town. They well deserve their few privileges and more, for they may risk their lives at any moment for the safety of the thousands of others living on the post.

The jobs of these gallant fire ladies could be called pleasant, but by no means easy. Weather permitting, they are given daily drills in their duties and spend long hours learning the use of their complicated equipment.

The automatic fire alarm system, which consists of 10 boxes and telephone connections throughout the post, is of the Gamewell type. The department's equipment, which is always kept shining and in the best condition, consists at present of 5 engines--two crash trucks and three pumper, the latest one a modern 41-Ford model with a 500 gal. capacity per minute. The two crash trucks are kept ready for use on the line. Although minor crash calls are frequent, there has not been a serious fire on the post since 1938, when hangar No. 23 burnt to the ground.

As Kelly Field's Fire Marshal, it is the duty of Capt. Joseph W. Koch, Air Corps, to make periodical checks of the department's efficiency, personnel and equipment. The non-commissioned officers of the department, in addition to Staff Sgt. Wheeler, are Staff Sgt. Moseman, Sgts. Dickerson and Jackson. The Fire Chief is George Cornell.

GLOBE TROTTERS IN FLYING CADET CLASS

In Class 41-E, the newest group of student pilots reporting for basic training at Randolph Field, Texas, five came from various parts of the globe.

Flying Cadets Morris C. Caldwell, born at Futsing, China, lived in Japan,

Alaska and the Philippines; Clay U. Bullis first saw an airplane in Durban, South Africa; Brenton R. Nelson and Victor H. Prarat were Canadians, the former from Winnipeg and the latter from Alberta.

The only Cadet in the class not now residing in the United States is Luis Castro, Jr., whose home is still in Rio Piedras, Puerto Rico, his birthplace.

Of course, all of these Cadets are naturalized citizens of the United States.

GUATEMALAN AVIATORS VISIT ALBROOK FIELD

Two officers of the high command of the Guatemalan Air Corps, Lieut. Col. Rodolfo C. Mendoza and Lieut. Arturo Altolaguirre Ubico, recently arrived at Albrook Field, Panama Canal Zone, in a B-18 plane, piloted by Maj. Wm. R. Sweeley, Commanding Officer of the 25th Bombardment Squadron, France Field, C.Z. The Bomber was one of a flight of three B-18's flown to Guatemala City, via San Salvador, on February 17th, and which returned to Albrook Field two days later, via Managua, Nicaragua.

Col. Mendoza, son of Gen. Rodolfo C. Mendoza, Chief of Staff of the Guatemalan Army, and Lieut. Ubico, nephew of Gen. Jorge Ubico, President of Guatemala, observed the training methods at the several air fields in the Canal Zone and at Rio Hato. During their fortnight's tour of duty they made their home at the visiting officers' quarters at Albrook Field.

Air Corps personnel who participated in the flight, in addition to Maj. Sweeley, were 2nd Lieuts. Wm. P. Mullins, and Harold A. Bullock, 25th Bombardment Squadron; Kenneth D. McCullar, 3rd Bombardment Squadron; Thomas R. Ford, Headquarters Squadron, 6th Bombardment Group; and Robert C. McIlheran, 3rd Bombardment Squadron; Tech. Sgt. John Murphy, Staff Sgts. Andrew M. Jenkins, Frank J. Archackle, Pvts. 1st Cl. John T. Stewart, Charles H. Weiss and Marvin R. Bottorff.

The two Guatemalan officers spent three days at France Field, prior to their departure for their homes on March 10th. They were flown to Guatemala in a B-18, piloted by Col. Charles B. Oldfield, Executive Officer of the 19th Bombardment Wing.

The News Letter expresses its appreciation to Sgt. Frank J. Lorenz, Hqrs. GHQ Air Force, for the cover design featuring this issue. Sgt. Lorenz has contributed quite a number of cover designs in the past.

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NOTES FROM AIR CORPS FIELDS

Randolph Field, Texas:

In training at this field in the first days of March were 856 recruits, the majority of whom will be sent to Mather Field, Calif. More were received daily from points throughout the country.

Two hangars were reconditioned for eating and sleeping accommodations, in order to relieve the strain on the squadrons. Special radiators were installed to assure sufficient heat.

Mather Field was to secure 470 of the new men. Randolph Field retaining 367 and the remaining few going to scattered points. Of the total of 856 men, 196 were attached to the 52nd, 169 to the 53rd, 159 to the 46th, 133 to the 47th School Squadrons, 53 to the Headquarters Squadron and 156 to the 11th Air Base.

11th Air Base Squadron: Pvts. Joseph Bates, Fricks and Anderson were sent to Chanute Field for a course of instruction at the Air Corps Technical School.

Eight men, Staff Sgts. Edwin R. Moore, Salvador Camillo, Jr., Sgt. Sam A. Blott, Cpl. Robert B. Maxey, Pvts. 1st Cl. Bill E. Whisenhunt, Roger R. Jensen, Pvts. George A. Fitzgerald, Jr., and James A. Brooks were sent to Kansas City, Mo., to obtain four fuel servicing trucks.

46th School Squadron: Master Sgt. Maurice B. Ribard passed out cigars on March 3rd upon his promotion from Tech. Sergeant.

43rd School Squadron: Staff Sgt. Albert H. Bubb was promoted to Tech. Sgt. on March 3rd, and Pvt. 1st Cl. Adolph A. Horelica was promoted to Sergeant.

On Feb. 12th, Capt. James C. Williamson took over the command of this Squadron, relieving Captain Ion S. Walker, who took over the command of recruit training.

Weather Office: Pvts. Wm. H. Lees, James H. McVey, Joseph S. McVey, Jr., Robert L. Kearney and Joseph L. Stinson were detailed to Chanute Field to take the course at the Weather Observers' School.

MacDill Field, Tampa, Fla.

44th Bombardment Group

Hqrs. Squadron: Major Old was relieved from duty with this Squadron and transferred to Washington. For a brief period 2nd Lieut. M.S. Altmayer commanded the Squadron, and he was assigned to Group Headquarters when Major Thomas H. Jarrell assumed command.

66th Bombardment Squadron: Pvts. Ellis W. Hutton and Harry E. Jones were promoted to Corporal. Sgt. Homer C. Koons departed February 26th for Chanute Field, Ill., to take the Instrument Specialist course.

67th Bombardment Squadron: It is with deep regret that we announce the death on March 1st at the Station Hospital of Pvt. Ray Beasley. There will always be on the rosters of the 67th a name not called, but known and respected by all members of this organization. To his parents we all join in expressing our heartfelt sympathies.

Pvt. Flanagan was successful in his examination for a Flying Cadet appointment and is now impatiently awaiting orders.

Classes were instituted in Airplane Mechanics, Radio and Armament, the instructors being the older noncommissioned officers who are well versed in each phase of this work. It is felt that upon the assignment of planes to the Squadron it will not be found

lacking in informed maintenance men.

With the assignment of quarters in the barracks area, Master Sgts. Illick and Martin devoted their undivided attention to the improvement of the surroundings. This involved filling-in with many yards of soil, the planting of grass, shrubs, etc. Judging from the results attained to date, it would seem that "Landscaping" should be their occupation upon their retirement. They performed a noteworthy job and any squadron in need of "Landscape Experts" should get in touch with them.

68th Bombardment Squadron: Since the activation of the 68th six weeks ago considerable advancement has been made along military lines and in the improvement of the physical aspects of the barracks.

Effective March 1st, Sgts. Charles H. Ballard and Ybur G. Campbell were re-rated from A.M. 2nd Class to A.M. 1st Class. Cpl. Bruce S. Miller was promoted to Sergeant and Pvt. 1st Cl. Wm. F. Curry to Corporal.

Despite the increase in men from other organizations attached for rations, necessitating a change in mess hours and the serving of two meals at dinner and supper, fine meals continue to be prepared by the Mess Sergeant and his personnel.

29th Bombardment Group

February 26th marked the first formal review at this field since the troops were moved from nearby Drew Field. It was conducted in honor of General Barton K. Yount, Commander of the Southeast Air District. The review began with 2500 troops and 250 trucks and other vehicles filing down one of the long runways, while B-18 planes flew overhead. Considerable activity prevailed in the organizations of this Group in making preparations for this review.

5th Bombardment Squadron: Enlisted men departing to pursue courses of instruction at various schools were Pvt. Molton O. Hiatt to the School for Cooks and Bakers at Camp Blanding, Fla.; Pvts. Milton K. Bass, John B. Collier, Roger O. Bryce, Wm. James, Wm. F. Heater, Pvts. 1st Cl. Joseph Balint, Herbert L. Erickson, Wm. H. Gentry and Sgt. Herbert I. Hinderliter to the Air Corps Technical School at Chanute Field, Ill.

Pvt. 1st Cl. Harry L. Mills recently returned from the School for Bakers and Cooks, and Pvts. Paul D. Drain, Edward E. Kondradt and James R. Mathewson from the Technical School at Lowry Field, Colo., where they pursued the aircraft armament course.

The usual cigars were passed around on the promotion of 2nd Lieut. Clyde A. Ray, Air Res., to 1st Lieutenant.

The Squadron regrets the loss of 1st Lieut. Thornton K. Myers, who has been a member thereof since its activation on February 1, 1940, and who was transferred to the 27th Air Base Squadron at this field.

52nd Bombardment Squadron: Towards the end of February, Captain Stanley T. Wray, who served a tour of duty at Maxwell Field, Ala., was assigned to this Squadron.

53rd Pursuit Group

13th Pursuit Squadron: The extensive training program instituted by this Squadron recently has shown the expected results, and it is expected that in a short time all men will be qualified for active mechanical duty.

Staff Sgt. George L. Roska graduated on February 25th from the Electrical Specialist course.

Pvt. 1st Cl. John R. Blankman departed for the Air Corps Technical School at Chanute Field, Ill., to pursue the Propeller Specialist course.

Several officers and enlisted men flew to Tallahassee, Fla., on Feb. 21st, to look over our future station. They reported that it seemed like a grand place, and our desires were increased to get there as soon as possible. The majority of the barracks are completed, and it is expected that the noncommissioned officers homes will be completed about June 1, 1941.

Hqrs. and Hqrs. Squadron: First Lieut. V.T. Fairfax was assigned to the Southeast Air District, his duties as Squadron Mess Officer being taken over by 1st Lieut. Brown, formerly on C.C.C. duty at Rock Hill, S.C.

15th Pursuit Squadron: March 1st marked our sixth week of activation. All personnel are anxiously awaiting the movement to Tallahassee, Fla.

The Squadron welcomes Staff Sgt. J.H. Taylor who returned from his studies at the Spartan School of Aeronautics, Tulsa, Okla., and Pvt. G.H. Mentzer, transferred from the 52nd Bombardment Squadron, MacDill Field.

Staff Sgt. V.M. Yambert, announcing himself all along as a confirmed bachelor, finally weakened. Congratulations and best wishes to the newlyweds.

14th Pursuit Squadron: The Squadron is patiently waiting for orders to move to Tallahassee. Meanwhile, the various classes in Air Mechanics, Radio and Armament are functioning daily. Classes in Parachutes, Engineering and Guard Instruction were recently added. Everyone is cooperating with the instructors, and the recruits are noticed sitting up till lights out discussing the handbook of instructions, technical orders, and practicing pulling the rip cord from the sides of the tents.

The morning hours are devoted to calisthenics and close order drill for all personnel. Every man is taught to act as drill instructor.

Departing for Air Corps Technical Schools were Cpl. Robert F. Jefferies and Pvt. Nelson H. Jacobsto Chanute Field for the radio course; Sgt. Vincent P. Mikelonis to Scott Field for the Instrument Specialist course, and Pvt. Melvin C. Taylor to Camp Blanding for the course for Bakers and Cooks.

Savannah Air Base, Savannah, Ga.

Things have been happening rapidly since the move to the new quarters. On January 22nd, the 8th Bomb. Squadron was allotted 11 Staff Sergeants, 21 Sergeants, 22 Corporals and 27 Privates, 1st Class. There were also allotted to the Squadron, 26 first and second Air Mechanics ratings and one second class, six third class and 15 fourth class Specialist ratings.

The large number of promotions was due, of course, to activation of new units destined to take their place in the 54th Combat Group Air Force.

2nd Materiel Squadron: Ratings have been announced in this Squadron with such startling rapidity of late that it is almost impossible to keep track of the men's grades. It was only a few weeks ago that the N.C.O. ratings were published, but just recently practically all privates with over four months' service received new and higher ratings. They have the good wishes of the entire Squadron.

13th Bombardment Squadron: On February 1st, a lot of smiles and cigars appeared around the barracks, due to the large number of promotions which became effective because of the "bust-up." With Squadron spirit at its peak, the old timers admit that the boys are doing the impossible with their work.

17th Bombardment Squadron: This Squadron, along

with the Headquarters Squadron and the 16th Squadron of the 27th Bombardment Group, staged a dual celebration on February 1st by consuming a goodly quantity of food and liquid refreshments. The real purpose was to celebrate the organization of the Group and, incidentally, the move from tents into barracks.

All pilots in the Squadron are now checked off as principal pilots on B-18A airplanes, and those who have been unofficially termed "ex-trainees," are about to become what might be termed "double X" upon the arrival of a new class of "trainees" expected soon from Maxwell Field, Ala. The 27th Group will give all the "big ship" transition, while the 3rd Bombardment Group concentrates on tactical training with the A-20A's.

The 17th Squadron has been busily engaged in all types of tactical training both of its own personnel and 15th Squadron bombardiers and gunners from Lawson Field, Ga.

8th Bombardment Squadron: The Savannah Air Base has moved from "Tent City" to our new wooden barracks and buildings. Everyone is greatly pleased with the change, for it now seems more like our old home, Barksdale Field, La., which still holds the affection of many of us.

Captain Richard H. Lee came back from the West Coast, ferrying another of our greased hornets - the A-20A.

Lieut. Martin Crabtree has gone to the 17th Bombardment Wing Headquarters, but drops around to see the old gang.

Hqrs. Squadron, 27th Bomb. Group: The Squadron has about gotten over the shock of the transition from tents to the luxury of new temporary barracks, and has settled down to normal. Dirt has been hauled, and a bed laid over the sand. Grass seeds were requisitioned, and we anticipate a good green carpet before the summer is very old.

Furniture was assembled for the Day Room and, with all the latest periodicals being available, it is an enjoyable place for personnel during their off duty hours. With the completion of painting, the new buildings appear quite impressive.

A noncommissioned officers' school was recently conducted for the benefit of old and new non-coms. With the activation of new units from our Squadron, 40 new noncommissioned officers were rated to fill existing vacancies. The organization is undergoing a period of highly specialized technical training, and everyone is cooperating admirably. Quite a few of the newer men are enrolled in clerical school in Savannah, while others attend night classes at the local High School and Junior College.

The Squadron was recently inspected by Brigadier General Lewis H. Brereton, Post Commander. With the exception of lack of foot lockers and a few World War issue blouses being in evidence, the inspection was a success.

An informal inspection of the Squadron was made by Major General Barton K. Yount, Commanding the Southeast Air Base, accompanied by General Brereton. General Yount expressed pleasure over the appearance of the area and commended the Squadron Commander, 1st Lieut. Herman F. Lowery. These inspections are becoming a source of pride with the Squadron and the men appear to derive pleasure in exhibiting their prowess in preparing for them.

17th Bombardment Squadron: The 17th, led by Captain Hugh A. Parker, took off on the night of February 14th for a navigation flight in four B-18's to Randolph Field, Texas, via Barksdale Field, La. The

purpose of the flight was to train junior pilots in the capacity of principal pilot on assembly, formation and instrument flying, both day and night.

Congratulations are extended to Lieut. Harry L. Galusha, both on his promotion and on the arrival of a baby girl.

15th Bombardment Squadron: Sgts. Hilroy M. Bcswell, George W. Bounds, James A. Hewell, Wm. M. Hewitt, Arthur G. Kelley, Woodrow J. Meagers, James B. Scruggs, Jr., Wm. J. Stott, Ivan M. Wright and Edward M. Rapp, Jr., were promoted to Staff Sergeant; Cpls. Robert E. Butler and Leon A. Swindell, Jr. to Staff Sgt.; Cpls. Scott W. Crull, Karl J. Friesell, Lenton R. Harbin, Ronald V. Tuck and Alfred K. Williamson to Sergeant; Pvts. Clarence Slayton, Hughy K. Cox to Sergeant; Pvts. Kenneth Farmer, Daniel McKinnon, Lannie McLin, John T. Simons and Jackson F. Chitwood to Corporal.

Ponce Air Base, Ponce, Puerto Rico.

36th Pursuit Group

Hqrs. and Hqrs. Squadron: Second Lieut. Thomas H. Llewellyn was transferred to Borinquen Field, P.R., 2nd Lieut. Martin F. Peters taking over the duties of Squadron Adjutant and Squadron Supply Officer. With the promotion of 1st Sgt. Gazdak to Tech. Sergeant, the duties of the 1st Sergeant were taken over by Staff Sgt. Brelick. Sgt. Hamilton was promoted to Staff Sgt.; Cpl. Ulmer to Sgt., and Pvt. 1st Cl. Tucker to Corporal.

The married men of the Squadron will soon be welcoming their wives and families. rumors circulating to the effect that the next transport will bring them to the Island.

Numerous members of the Squadron have been attending classes regularly in Spanish in Juana Diaz and Ponce, and are well on the way toward mastering the "local lingo."

With ideal scenery and the many interesting subjects offered by Puerto Rico, photography is fast becoming the most popular hobby among the members of the Squadron.

22nd Pursuit Squadron: With the recent arrival of the P-36's from the temporary base at Borinquen Field, various departments are beginning to function and all are looking forward to the completion of the Base.

Spanish classes may begin soon, but most of the men are learning a few words each day by experience.

First Lieut. Willis S. Smyser, and Lieuts. John E. Buffin and Bernard H. Keener were transferred from the Squadron. Lieut. Buffin was appointed Base E. & R. Officer, and his offerings in movies are a welcome diversion.

The Squadron Mess moved into its permanent building, and rivalry between it and the other messes has already begun.

The officers and men of the Squadron appreciate the hospitality of the civilian population in inviting them to various social functions. The Club Decorative offers facilities for social and recreational life, which are used to the best advantage. Other athletic clubs are numerous. One of the best golf courses on the Island is only a short distance from the Base at Central Aguirre.

The "skirt echelon" was expected to arrive almost any day.

Lieuts. E.H. Beverly and C.D. Slocumb found some very interesting subjects for photography on the Island and have become veritable camera fiends.

23rd Pursuit Squadron: While at Borinquen Field

the pilots flew a formation over San Juan for Paramount News. Several of the officers received rides to St. Thomas, Virgin Islands, in B-18's and enjoyed the wonderful beach there and the extensive shopping facilities.

22d Pursuit Squadron: All airplanes of the Squadron were moved from Borinquen Field and Don "Q" Airport and are now based at this station. The Engineering Department is again functioning as a unit, and all "Line" personnel are again performing their required duties.

Necessary equipment having been received, our own mess should be in operation very shortly.

32d Pursuit Squadron: Preparations are being made for the immediate operation of our own mess, which will be welcomed, inasmuch as the Squadron, since its organization, has been attached to some other unit for rations.

Hamilton Field, Calif.

35th Pursuit Group

34th Pursuit Squadron: Seven Corporals were promoted to Sergeant on February 15, 1941.

The Squadron is gradually reaching authorized strength by the assignment of men from various stations, 12 men being assigned from GHQ Detachment, Kelly Field, Texas; 11 from GHQ Detachment, Jefferson Barracks, Mo.; four from GHQ Detachment at this field; and two from the Regular Army Reserve.

Second Lieuts. Hulett, Lemke, Rogers, Stone, Pagel, Kelly and Pope were recently assigned to this Squadron for Duty.

The organization has recently occupied the Day Room formerly used by the Hqrs. & Hqrs. Squadron of the 35th Pursuit Group. New furniture was purchased, and it is hoped to make it a real recreation center for the men.

The 34th thoroughly enjoyed the events and contests of the recent Group Organization Day. The Reveille, Potato, Wheelbarrow and Egg Races evoked a lot of encouragement in the way of cheers, yells and laughter for the contestants.

Hqrs. and Hqrs. Squadron: First Lieuts. Lane and Stetson were relieved from this Squadron, and 1st Lieut. Richards assigned thereto. The latter is no stranger, as he was a member thereof at Moffett Field for a short time. Second Lieut. Moulthrop, attached to this Squadron, was assigned to the Air Base for duty.

Our Group and the two new Groups recently formed from it, were inspected on February 15th by Lieut. Col. Strickland, Group Commander. The inspection of our Squadron went off without a hitch and no member was gigged.

Gen. Arnold, Chief of the Air Corps, visited the post on February 16th. All the men were turned out in his honor and, after he had inspected them and the various activities on the field, he extolled the work of the officers and men, and stated that everything possible was being done to bring the organization to full strength and supply the necessary equipment.

70th Pursuit Squadron: On January 15th, Murray Knock, Robert H. Jung, George A. Oelkers and Glenn H. Day were promoted to Staff Sergeant. Other qualified men were promoted to Sergeant and Corporal.

A Transport plane from Sacramento carried Staff Sgt. George A. Oelkers, Sgts. Harold S. Heisey, Jack D. Albright, Robert E. Hays and Cpl. Eino W. Jakola to San Diego to embark for foreign service.

Staff Sgt. Dwight H. Gates, transferred to the

V-8802, A.C.

55th Pursuit Group, was replaced by Staff Sgt. Thomas H. Moore.

Hickam Field, T.H.

5th Bombardment Group

In the first year, under the guidance of Capt. W.C. Sweeney, Jr., Headquarters Squadron feels it has done much towards building a lasting foundation. Practically all enlisted personnel who had not attended an Air Corps Technical School, completed various courses both at Hickam and Wheeler Fields. These courses were enlarged upon in the Group and Squadron Schools.

A fond welcome is extended to Lieuts. V.M. Crane, J.C. Clark, R.L. Bedle and Sgt. G.R. Scroggins who were assigned to the 14th Bombardment Squadron upon their arrival from the mainland.

First Lieut. F.O. Rasmussen, promoted to Captain, was assigned as Squadron Operations Officer.

The 42nd Bombardment Squadron (H) recently received three new officers coming direct from Kelly Field, viz: 2nd Lieuts. Puerta, Shea, and Irwin. This marked the first time any of the Hickam Field squadrons were assigned officers direct from the flying school. It is felt they will ably fit into the stepped-up scheme of training now in effect.

Congratulations are in order for the 42nd Bombardment Squadron Commander, Maj. Roger M. Ramey, recently promoted to that rank.

When the 42d Squadron was engaged in maneuvers at Bellows Field, there was keen competition in various athletic contests, especially the volleyball games between the officers and the enlisted men, with the latter usually coming out on top. In one of the squadron hiking groups, an incident occurred which is not likely to be repeated. It seems that about six men were climbing one of the higher peaks when the time agreed upon to return to the camp caught them still quite a distance from the top. All save Pvt. Stephens started back. The latter, clad only in a pair of bathing trunks, decided to continue to the summit. As time passed and he failed to return, searching parties were sent out, but to no avail. The next morning, after having taken the wrong trail, Pvt. Stephens turned up in Honolulu, some 20 miles and one range of very rough mountains from camp.

School days have again caught up with the officers. Having just completed a short course in meteorology, they were ushered into the "Espanol" classes being held for all officers on the field. The popular saying is: "If I had only taken Spanish in school instead of French, or German." However, the course is both interesting and educational, however, and everyone is displaying a determined effort to master the language.

Albrook Field, Canal Zone:

Capt. Lloyd H. Watnee, Communications Officer, of the Panama Air Force, recently sailed aboard the transport "American Legion" en route to Walter Reed Hospital for treatment.

He has been assigned to duty in the Office of the Chief of Air Corps, in Washington, D.C.

18th Materiel Squadron: A very enjoyable time was had by Squadron personnel at the recent party at Far Fan Beach. There were plenty of fried chicken, cold cuts, side dishes and liquid refreshments.

The day was taken up with the accepted practice of drinking unsuspecting individuals in the briny deep, regardless of rank.

All this was done in a spirit of good clean fun and was accepted in that manner. Informality was the reigning keynote of the entire day, little groups of men being seen here and there chatting with the officers on every conceivable subject. The big event of the day was the Track Meet. Sprints, Relays, Special Events and Novelty Races ran off with clock-like regularity. An Amateur Show was another high spot in a highly amusing afternoon.

13th Pursuit Squadron: Master Sgt. Yeager, acting First Sergeant for the past five months, was transferred to Hqrs. & Hqrs. Sq., 37th Pursuit Grp. (INT), and made Group Sergeant Major. While regretting to see the Sergeant go, the best of luck is extended to him in his new position.

15th Air Base Group

Hqrs. & Hqrs. Squadron Maj. L.W. Redd relieved Lieut. George H. Hollingsworth as Squadron Commander.

Capt. Antonio Soto was appointed Squadron Adjutant and Athletic Officer.

Staff Sgt. Oliver N. Pratt departed for his new reassignment with the 62nd School Squadron, Kelly Field, Texas.

During February, Sgt. Russell P. Kuntz was promoted to Staff Sergeant; Cpl. Wm. P. Hollock to Sergeant; and Pvts. George W. Collins and Paul Hoppe to Corporal.

19th Materiel Squadron: Col. Gilkeson was the guest of honor at the recent organization party at the "El Rancho," R. de P., and gave the boys an interesting talk. It was very surprising to find so much talent in this organization. It is believed that the Crooners in the Military Police Guard Section would give the New York Police Glee Club a run for their money.

16th Pursuit Group (INT)

Hqrs. & Hqrs. Squadron: Since the recent split-up of enlisted personnel to form the new 32nd Pursuit Group (F), the Squadron has undergone a serious change. We have a new Commanding Officer, as well as new enlisted personnel to replace some of those transferred. Capt. James B. Buck took command of the Squadron on February 1st. Under his guidance and under the new "Morale" plan, we hope to keep up the spirit and zeal evidenced in the past. Master Sgt. Myron Roesko, who joined on February 1st, took over the duties of Line Chief for the 16th.

Losses during February included Staff Sgt. Cecil L. Watkins, who has been with the outfit since its activation.

The Squadron Barracks have undergone a thorough painting. New Soft-ball equipment and new Day Room facilities were recently purchased and, under the new "Morale" plan, it is hoped that many more improvements will be suggested and carried out for the benefit of all the boys in the "16th."

24th Pursuit Squadron: Second Lieut. Nathan M. Abbott was appointed Squadron Athletic Officer, Morale Officer, and Assistant Engineering Officer, and 2nd Lieut. John F. Hampshire, Jr., Assistant Squadron Armament and Operations Officer.

Second Lieut. Eugene L. Clark was appointed 1st Lieut. on February 20th.

Recent transfers to the 24th were Staff Sgt. Edward H. McCabe, from the 29th Pursuit Squadron, assigned as Sergeant Major; Cpl. George L. Byrum and Pvt. Frank R. Tipsword, from the 51st Pursuit Squadron, assigned as assistant crew chief and clerk, respectively; Pvt. Gardner Prizer, from Hqrs. Squadron, 15th Air Base Group, assigned as clerk; Pvts. Roland R. Jehl and Robert Malin, from Hqrs. Squadron, 16th

Pursuit Group, who were rated A.M. 2d Cl., and assigned as Parachute Rigger and to an airplane crew, respectively.

This Squadron and Hqrs. Squadron, 16th Pursuit Group, staged a joint picnic at Venada Beach, which proved an enjoyable affair. Everyone present had a good time throughout the day. There was plenty of chow and more than enough liquid refreshments. As a matter of fact, some were more than refreshed when "ducking" in Panama Bay got under full swing.

Staff Sgt. Townsend Stancil was appointed Assistant to the Squadron Morale Officer, and is expected to prove of much assistance in the contemplated dance schedule.

29th Pursuit Squadron: New to the 29th Orderly Room is Acting First Sgt. Richard L. Ekiss, drafted from the Squadron Engineering Dept., where his organizing ability qualified him for his present assignment.

Staff Sgt. Wm. R. Stack, a recent arrival from the States, was placed in charge of the Engineering office. With but a few days of foreign service to his credit, he has already established his place in the Isthmian Sun. Two thousand miles is a long phone call for any girl to make.

In addition to their other duties, Staff Sgts. Nathaniel S. Cobb, Vernon Miller, Anthony S. Gajlewicz and Sgt. Harry M. Lykens were appointed a Barracks Council to devise various forms of recreational activities. Should they encounter difficulties, they can rely for aid from Staff Sgt. Louis Zarbo, Sgt. Max A. Gibson, Cpl. John C. Groblewski, and Pvt. 1st Cl. Robert B. Ruane.

Tech. Sgt. Wilson J. Wendt, after four months with the 9th Bombardment Group at Rio Hato, was assigned to the 29th through a mutual transfer with Tech. Sgt. Peone.

In addition to a good representation in the Spanish classes, sponsored by the YMCA, we have 22 men who are taking various correspondence courses of the Air Corps Institute of Scott Field, Ill.

France Field, Panama Canal Zone:

13th Air Base Group

Hqrs. & Hqrs. Squadron: Since the short reign of Capt. Van B. Cunningham as Theater Officer, we have already begun to enjoy a number of accomplishments, the principal one being the installation of a new projection screen, which eliminates many cases of eye strain.

The Squadron is forging ahead in efficiency and appearance, every man having learned how to dress and act in a soldierly manner.

A school is being instituted for Privates, 1st Class, and Privates to prepare them for promotion to noncommissioned officers. A noncommissioned officers' school, under the guidance of Capt. Stanley E. Jordan, has also been in operation for some time.

15th Air Base Squadron: Sgt. James Herndon, who for many months headed the alert crew at Base Operations, was scheduled to leave for the States about March 7th, accompanied by 1st Sgt. T.M. Howard.

First Lieut. James W. Guthrie, formerly Base Adjutant, was assigned to the 15th and detailed Assistant Base Operations Officer, to aid Maj. E.T. Rundquist, recently appointed senior member of the Aircraft Classification Committee, less the 6th Bombardment Group.

Sgt. Eugene F. Hughes was ordered to the Air Corps Technical Training School of the Department Training Center at Rio Hato for duty as instructor in airplane engines.

The Squadron took to the jungles on the afternoon of February 15th to indulge in an organization picnic which would have made a banquet of Morgan and his buccaneers look tame. Among the invited guests were eight officers, including Lieut. Col. Weddington (Group Commander), and Maj. E.T. Rundquist, Squadron Commander, who presided as the genial host.

Large quantities of fried chicken and liquid refreshments were consumed.

20th Materiel Squadron: Tech. Sgt. Trail broke all records for getting out of the meat can of a B-18 to the tail of the ship when one of the engines started to smoke. Through the coolness of Capt. Coursey, the plane was landed and the only injury sustained was the dignity of Sgt. Trail.

Two men lost to the organization were Tech. Sgt. Harnevious and Staff Sgt. Crabtree, the former being assigned to McChord Field and the latter to March Field. Best wishes are extended them at their new stations.

21st Materiel Squadron: Every man is working hard to make the 21st one of the best outfits on the field. A number of Privates, 1st Cl., and Privates are attending a noncommissioned officers' school, in charge of Capt. Stanley E. Jordan, of Hqrs. and Hqrs. Squadron, who is assisted by Master Sgt. Waytulonis, of this organization; Tech. Sgt. Schmidt, of the Hqrs. Squadron, and Staff Sgt. Burton, 15th Air Base Squadron. With men like these as instructors, the school should be a great success.

Pvt. 1st Cl. Levin returned from several months' detached service at Rio Hato. Pvt. Paul Browning was transferred to the 21st from the 20th Materiel Squadron.

Pvt. 1st Cl. April, who is doing a fine job in the Squadron Supply, was promoted to Corporal. Cpl. Wm. N. Hoover, of the Photo Section, was promoted to Sergeant, and Sgt. Frank P. Bilojur well earned his promotion to Staff Sergeant.

Recent losses were Staff Sgt. Walters and Pvt. Albert C. Clough to the Air Corps Detachment, Communications, Albrook Field, and Pvt. 1st Cl. Carroll to the Quartermaster Construction Corps.

Pvt. Floyd R. Winkler is on detached service with the Bakers and Cooks School at Corozal.

6th Bombardment Group

New Sergeants in the Hqrs. Squadron are Wininger and Knight. Pvt. 1st Cl. Rentz and Pvt. Sibley were promoted to Corporal.

Bolling Field, D.C.:

The regular monthly Stag Party was held at the Officers' Club on March 5th. Capt. Otis O. Benson, of Wright Field, Dayton, Ohio, delivered a lecture, illustrated by slides, on "Experimental and Practical High Altitude Flying." A delicious turkey dinner was served.

A military wedding was solemnized in the Post Chapel at Fort Myer, Va., on March 9th, when Miss Dorothy Dixon Harmon, of San Antonio, Texas, became the bride of Maj. Clinton W. Davies, Air Corps. Following the ceremony, a reception was held at the Officers' Club, Bolling Field, at which 140 guests were present. The tea table, graced with a centerpiece of pink and blue snapdragons, was presided over by a group of Air Corps Officers' wives.

At the regular meeting of Air Corps Reserve Officers from Washington and vicinity at the Officers'

Club on March 4th, Maj. James F. Olive, A.C., the guest speaker, delivered a talk on the air activity connected with the German campaign in the Scandinavian and low countries. With the aid of maps to furnish a basis for picturing these campaigns, he drew a vivid description of the value of the German Air Force in these particular campaigns, as well as the multiplicity of missions performed by them.

The interest in this subject was indicated by the number of Regular officers who attended this meeting. The informal discussion which followed further added to the valuable information imparted by Maj. Olive.

Selfridge Field, Mich.:

At a recent meeting of the NCO Mess Association, Maj. John M. Sterling gave a very interesting and informative talk on his tour of duty as military attache for air to Belgium and France.

Master Sgt. Joseph S. Hraback, Air Base Detachment, Drew Field, Tampa, Fla., a visitor of the NCO Mess recently, took particular note of its operation with a view to planning a like institution at Tampa.

Port Huron's Junior Chamber of Commerce, hosts to the 1941 State Convention in May, invited all eligible Army Air Corps officers at Selfridge Field to honorary membership therein.

Brig. Gen. Henry B. Clagett, commanding Selfridge Field and the 6th Pursuit Wing, GHQ, Air Force, transmitted this invitation to officers between the ages of 21 and 35 who are eligible for Junior C. of C. membership.

Air Corps delegations plan to attend regular Port Huron meetings and offer their assistance in arranging State Convention events. Selfridge Field spokesmen said officers were anxious to cooperate in civic activities when invited to do so by nearby communities.

Enlisted men of the Field went on the air at 8:30 p.m., Monday, March 17th, over Radio Station WHLS, Port Huron, in a 15-minute program being developed each Monday night by the men, under the leadership of Sgt. Thomas Summers, post orchestra leader; Cpl. Charles Floyd and Pvt. Robert Stenzhorn. Variety programs were planned for the first two broadcasts, and special squadron programs later in the series. Director Angus D. Pfaff, of WHLS, made the programs possible.

Langley Field, Va.:

First Lieut. William K. Evans, of Youngstown, Ohio, a graduate of Ohio State University, took over the duties of Base Morale and Recreation Officer, vice Maj. J.K.S. Mitchell, transferred to the new Army air base at Louisville, Ky.

Lieut. Evans will be closely associated in his new assignment with Chaplain Carpenter, Base Athletic Officer. The new Morale and Recreation officer will exercise general supervision over all social and athletic activities of the post.

The 806th Engineer Company (aviation) Separate, recently organized here by the 21st Engineers Regiment (aviation) for air base construction work in the Department of Puerto Rico, sailed from Newport News on February 27th with its full complement of 160 officers and enlisted men aboard the Army transport "Chateau Thierry," with St. Croix, Virgin Islands, as its first port of duty and Boringuen Field, Puerto Rico, as its ultimate home base.

The new company was recruited from the 21st Regi-

ment's companies on duty at Langley Field, with the bulk of the men coming from Company "F." The Commanding Officer is Capt. Fred B. Hall, Jr., of Albany, N.Y., former Commanding Officer of Company "F."

The equipment taken aboard the Army transport included nearly a score of Army trucks along with graders and scrapers of the type used by the regiment at Langley Field.

37th Air Base Group

Members of the group are working hard at their various tasks, these including sentry duty as military policemen, Link trainer operators, teletype operators and as clerks at headquarters.

Newspapers of Oklahoma City, our future home, have been generous in awarding space to the activities of the Group.

Borinquen Field, Puerto Rico:

The 25th Bombardment Group (H), activated at Langley Field, Va., on February 1, 1940, and one of the first Groups to be formed during the Expansion Program, celebrated its first anniversary on February 1, 1941, with a gala all-day picnic near the Punta Borinquen Lighthouse. Duties in the Group were suspended so that all personnel could attend. Each of the four squadrons, Hqrs. & Hqrs. Sq., 10th Bomb. Sq., 12th Bomb. Sq., and 35th Bomb. Sq. cooperated in a very commendable manner to make the Group's first party a success. Music was furnished by the 296th Infantry Regimental Band. Plenty of refreshments awaited the personnel at the grounds near the lighthouse, while the sweet aroma from the fried chicken (southern fried) gave the Mess Sergeants plenty of trouble with "finger snatchers." The party officially ended at 3:00 p.m., but the statement could read "It was only the beginning."

Not many changes have taken place, although many things have happened. We are looking forward to a bigger and better Second Anniversary.

This Group, reinforced by the 37th Reconnaissance Squadron, flew a review formation on February 3rd, in honor of the Honorable Guy J. Swope, who was inaugurated as Governor of Puerto Rico.

Hqrs. and Hqrs. Squadron: The Squadron's Day Room has finally been set up, this being made possible by the movement of the Squadron's Tech Supply and Armament Section from the Squadron's Area to the Hangar line.

10th Bombardment Squadron (H): After a brief stay of $3\frac{1}{2}$ months in the Puerto Rican Department, a large portion of the personnel are seriously thinking of another sea voyage.

Returning from detached service from the various Air Corps Technical Schools were: Sgt. W.C. Whaley, Pvt. G.B. Kumm, and Pfc. J.E. Hurley.

The loss of one of the Squadron's administrative officers, Lieut. R.R. Carli, to the 13th Composite Wing, was compensated by the arrival of Lieuts. Isis and Hand.

12th Bombardment Squadron (H): We have launched an ambitious building program. Walks are being laid out at the Squadron area, and a baseball diamond is nearing completion. All this construction is under the supervision of Lieut. Paul Schwartz. The men refer to both projects, with a certain amount of levity, as "Warden Schwartz's Health Farm."

The Squadron regained its bustling and energetic Assistant Operations Officer, Lieut. S.E. Manzo, who returned after a short period of hospitalization in San Juan.

The 12th celebrated its first anniversary, as part of the 25th Bomb. Group, with a glorious all-day

picnic. The 12th has much to look forward to in the approaching new year with a split up and new airplanes in the offing.

Lieut. S.E. Manzo, brought great honor to our Squadron when his lovely escort was chosen Queen of the Condado at a gala affair in San Juan last week. "King" Manzo is bearing up in a befitting style.

Several of our personnel enjoyed a visit to the United States when two of our airplanes flew to Miami, Florida. The crews came back quite broke, but happy.

35th Bombardment Squadron (H): The arrival of several men from the Air Corps Technical School augmented the personnel of this Squadron. The men were elated over escaping the rigors of a northern climate.

An interesting flight was recently made to Trinidad in a B-18A Airplane of this Squadron. The crew included: Maj. Haynes and Capt. Alan, of the 13th Composite Wing; Capt. K. Truesdell, Jr.; Staff Sgt. Sowers and Sgt. M. Dodson of this Squadron; and Lieut. Col. Brennan of Department Hqrs.

The Squadron participated in a formation flight over San Juan on February 3rd, on the occasion of the inauguration of Governor Guy J. Swope of Puerto Rico.

Moffett Field, Calif.:

On a routine trip covering training centers, schools and aircraft factories, Brig. Gen. H.A. Dargue of the Office of the Chief of the Air Corps, accompanied by Maj. N.F. Twining, Capt. M.A. Libby, and two enlisted men, was a recent visitor at this field.

Gen. Dargue conferred with Brig. Gen. Henry W. Harms, Commanding General of the West Coast Air Corps Training Center.

Second Lieut. David McNutt, an experienced press relations man, having been employed for the past three years in the publicity department of the National Broadcasting Company's stations KPO and KGO in San Francisco, reported for duty as Assistant Public Relations Officer. He will work under the direction of Maj. B.A. Palmer, Public Relations Officer.

Six Air Corps officers of this station who were recently promoted are Lieut. Col. Martinus Stenseth, Maj. James W. Brown, Jr., 1st Lieuts. Soby F. Allen, J.W. Holt, Jr., Roland C. Ehret, and Gerald G. Robinson.

Thirty-two new officers were recently assigned here from other fields and stations, twenty being Second Lieutenants, formerly stationed at Kelly Field, who were assigned to duty as instructors in the Basic School, viz: Marvin H. Ahrens, Joe P. Baird, Lawrence W. Beal, Sherman R. Beatty, Harold F. Beery, Roland W. Bergameyer, Donald R. Binkley, Henry G. Brady, William H. Brandon, James E. Easton, Wesley P. Eby, Paul L. Epperson, Robert K. Fletcher, Mortimer D. Gager, Jr., Samuel C. Galbreath, Horace R. Gonzales, Kent R. Granzow, Joseph S. Grimm and Wilbur J. Grumbles.

The other 12 officers are: Air Corps, Maj. C.E. Cox, Jr. (new Commanding Officer, 10th Air Base Squadron, 9th Air Base Group), and Capt. J.C. Horton; Infantry, 2nd Lieut. G.A. Fisher; Field Art., 2nd Lieut. F.M. Martin; Infantry Res., Capts. H.E. Pike, W.T. Mulligan and 2nd Lieut. David McNutt; Field Art. Res., 1st Lieut. J.C. Little and 2nd Lieut. F.J. Ball; Coast Art. Res., Capt. E.C. Wallace; Medical Res., 1st Lieut. Robert Case, and

Medical Admin. Res., 2nd Lieut. H.N. Kauppila.

The arrival of Class 41-E, fourth group of Flying Cadets sent to the Basic Flying School here, meant a home-coming to his old stamping-grounds as a student officer of Capt. Ephraim M. Hampton, C.W.S., who served here as Chemical Warfare Officer for several months last year. A graduate of the U.S. Military Academy at West Point, Capt. Hampton also attended the School for Chemical Warfare Officers at Edgewood Arsenal, Md., and was then assigned to Moffett Field. Last November, he was detailed for flying training, and was sent to the Allan Hancock College of Aeronautics at Santa Maria, Calif., one of the civilian elementary flying schools.

Upon completion of his basic flying course, he will go to one of the advanced flying schools for the balance of his training, at the conclusion of which he will be transferred to the Air Corps.

Flight "E," 1st Photographic Squadron: Following his return from the High Altitude School at Wright Field, 1st Lieut. Karl L. Polifka received orders to duty at Gray Field, Wash., where he will no doubt be assigned to Flight "F." Lieut. Polifka imparted to the Flight some of the instruction he received at Wright Field, and it has proved most interesting.

Three civilian employees from the Sacramento Air Depot are at Moffett Field repairing the F-2 airplane. In the meantime, photo missions are being carried in an AT-6 airplane assigned to the West Coast Air Corps Training Center.

It is expected that 2nd Lieut. G.H. Fisher, Inf. Res., formerly an Air Corps Master Sergeant on duty at the Photographic School at Lowry Field and now on Active duty at this station, will be appointed Air Base Photo Officer. He will no doubt begin the organization of an Air Base Laboratory, the functions of which were previously performed by Flight "E."

With a view to training Flight personnel in airplane mechanics for the maintenance of photographic airplanes, two men from Flight "E," Pvt. 1st Cl. W.J. Harris, Jr., and Pvt. Emil F. Thues, are slated to take the airplane mechanics course at the Boeing School.

With the enlistment of Pvt. Harold D. Baron, of Palo Alto, the Flight was brought up to its authorized strength of 28 men.

Pfc. M.C. Kittelson's departure for Lowry Field to attend the photo course brought up to seven the number of men from this flight attending service schools or 25% of its strength. Five men are now at Lowry Field and two at Oakland, Calif.

Pvts. E.F. Thues and C.W. Johnson were rated specialists, 4th and 5th class, respectively.

Capt. E.F. Maughan and Staff Sgt. L.L. Straw flew to Bakersfield to make a mosaic of the Kern County Airport and vicinity, which will be used by the Commanding Officer of the Air Corps Basic Flying School Detachment there for student instruction.

Flight "E" performed "not much" photo work the past month, that is, "not much" for us. We did manage to turn out around 4000 prints of various kinds. Since the F-2 is out of commission and "damp" fluid weather (we can't say rain) curtailed our outdoor operations, classes were conducted in laboratory procedure and materials, photographic problems, and military and technical publications, under Tech. Sgt. "Al" Jennings. As soon as the weather permits, we will catch up on our infantry drill and other things a recruit must know before beginning to soldier.

Maxwell Field, Ala.:

Flying Cadet Emmett Davis received a birthday gift on February 18th which he had anticipated with pleasure--his commission as 2nd Lieut. in the Air Corps Reserve. Cadet Davis graduated on February 7th, but he was then under 21 years of age.

Eleven enlisted men of the Provisional Panama Recruit Detachment, Maxwell Field, departed for Scott Field, Ill., to take a course in radio operation and mechanics.

Cpl. Carl Elam and Pvt. William A. Dobbins were promoted to Sergeant and Corporal, respectively.

With the disclosure by local officials that the Civil Aeronautics Administration approved the transfer of service from the old Municipal Airport to Maxwell Field, a further step was made towards the resumption of full airline service to Montgomery.

War Department Approval is the next step necessary.

Eastern Airline pilots have been undergoing a course of practice landings at Maxwell Field in preparation for the "hoped for" transfer.

The practice flights were started when 14 pilots repeatedly landed and took off in a large 21-passenger plane.

Four airline schedules were curtailed about two months, when the frequent Air Corps flight training at the Municipal Airport was held too dangerous for the airliners to land there.

Barksdale Field, La.:

Lieut. Col. Frank M. Thompson, Chaplain, was transferred to Fort Benning, Ga.

Work will soon begin at this field on the construction of 139 new quarters for non-commissioned officers.

Two young inventors from Arkansas, Donald Fess and Eugene Wainwright, recently visited this field to secure information as to the proper authorities to which to submit their plans for a rotary airplane motor. According to their plans, the motor will have increased speed and power and decreased weight.

88th Squadron: We are beginning to get settled after moving from building 505-B to 502-B. The men looked like a swarm of Asiatic farmers going to market, with their mattresses on their heads, foot-lockers under their arms and GI shoes tied to their belts and button-holes.

We're glad some of our recruits are now turned to duty. Congratulations to them and their able instructors - Cols. LeBlanc, Taylor and Carroll. Several of them were initiated into the mysteries of the hangar line, being presented their tool kits - a bucket of suds and a GI brush.

Our honorable 1st Sgt., namely Sgt. Lyle A. Silvermail, received his orders to active duty as 2nd Lieutenant. To Sgt. Silvermail the personnel of the 88th extend heartiest congratulations and best wishes for success and happiness at Duncan Field, Texas, where he will report for duty.

Staff Sgt. Robert C. Young stepped into the vacancy created by Sgt. Silvermail's active duty assignment.

Master Sgt. Fitch, recently transferred to the 88th, was assigned as Line Chief.

57th School Squadron: Forty-three of our recruits (drilling days over) were officially turned to duty last Monday. Now they are ready to find out what being a soldier is all about.

McChord Field, Wash.:

Of the four Flying Cadets who recently reported for duty at this station. J.H. Macia and F.H. Smith are graduates of the Pan-American Navigation School, Miami, Fla., and N.A. Herndon and H.E. Crouch graduated from the navigation course at Barksdale Field, La.

Lieut. Lorraine Armstrong was married to Fran-celle Parmiter, of Dallas, Texas, at the Fort Lewis Chapel.

First Lieut. Frank Norwood was promoted to Captain and 2nd Lieuts. Robert G. Emmens, F.N. Laborde, and Harold Willsie to 1st Lieutenant.

Assigned to the command of the 19th and 20th Reconnaissance and 85th Bombardment Squadrons were Capts. J. M. Chappell, F.R. Terrell and Frank Norwood, respectively.

First Lieut. Selim Franklin reported for duty with the 89th Reconnaissance Squadron.

Lieut. G.W. Dauncey was succeeded as Transportation Officer by Lieut. R.B. Burris, while Lieut. J.D. Pigg succeeded Lieut. J.L. Carmean as Supply Officer.

Lieut. R.A. Robinson was transferred from the 73rd to the 89th Squadron.

Lieut. Col. R.T. Cronau has received orders to proceed to Pendleton, Oregon.

Lawson Field, Ga.:

There is never a dull moment at this field. Be the job large or small, Lawson Field handles them all. Recently, without warning, a flight of 15 B-17's of the 19th Bombardment Group, March Field, Calif., landed at 8:15 p.m. from dark and dreary skies. The personnel of the flight were accommodated and assisted in obtaining gasoline, food and shelter in their overnight stay. A complement of 22 officers and 64 enlisted men, under the command of Lieut. Col. T.W. Blackburn, comprised the flight.

Lieut. Charles D. Jones, recently of the 15th Bombardment Squadron, was married on February 15, 1941, to Miss Dorothy Gertrude Erickson, daughter of Dr. and Mrs. Clarence Bartel Erickson, of Shreveport, La. The wedding took place at St. John's Catholic Church, Shreveport.

Lieut. and Mrs. Jones will make their home at Mitchel Field, N.Y., the home station of the 7th Pursuit Wing, to which Lieut. Jones was assigned.

Wm. Emanuel Eubank, III, was born to Lieut. and Mrs. W.F. Eubank on January 20, 1941. First Lieuts. Herbert Charles Chambers, Charles Moritz Dittrich, and William Amorous, were promoted to Captain, and 2nd Lieuts. Edgar Allan Poe, Thomas S. Gill, Jr., and Yancy Tarrant, to 1st Lieut.

Lieut. James R. Smith returned to the 15th Bombardment Squadron after completing a month's course at the Chemical Warfare School, Edgewood Arsenal, Md.

All single men of the 15th Bombardment Squadron, who were recently transferred to newly activated Air Corps Units, have joined their respective organizations, with temporary station at Savannah Air Base, Savannah, Ga. The married men transferred remain at this field until the new units actually occupy their new stations.

Tentative appointments were made for approximately 80 enlisted men of the 15th Bombardment Squadron to fill key positions upon the formation of four new Pursuit Squadrons and two Reconnaissance Squadrons.

Pvt. Milton Vincent Ashley, Jr., 97th Observation Squadron, a Flying Cadet, and ordered to the Primary

Flying School at Albany, Ga.

Gunter Field, Ala.:

There were several changes recently in the personnel at the Air Corps Basic Flying School. Maj. D.D. FitzGerald, Executive Officer, was transferred to Maxwell Field for duty on the staff of Brig. Gen. Walter R. Weaver, Commanding General of the Southeast Air Corps Training Center. Maj. Leonard H. Rodieck, formerly Director of Training of the Basic Flying School, succeeded Maj. FitzGerald as Executive Officer. Maj. J.E. Mallory took over Maj. Rodieck's former position, and Capt. James M. Coston (C.A.R.) succeeded Maj. Mallory as Director of Ground School. Lieuts. William L. Hayes and Robert J. Rogers were transferred to the Hawaiian Department.

Noncommissioned officers assigned to key positions at the Basic Flying School were as follows:

72nd Materiel Squadron (sp.): Master Sgt. Oscar Anderson, Line Chief; Staff Sgt. Rex M. Hebert, Flight Chief.

84th School Squadron: Master Sgt. George H. Goodrich, Line Chief; Tech. Sgt. Herman C. Bundschuh and Staff Sgt. Luke W. Robertson, Flight Chiefs.

85th School Squadron: Master Sgt. Marbold E. Crawford, Line Chief; Tech. Sgts. James J. Kelly, Devere E. Thebo and Staff Sgt. Eugene L. Simonis, Flight Chiefs.

86th School Squadron: Master Sgt. Adam M. Auer, Line Chief; Tech. Sgts. Harvey J. Gray, Wm. D. Bridges and Calvin J. Dasselle, Flight Chiefs.

Orders were recently received to transfer to Randolph Field the BT-14 airplanes assigned to the Basic Flying School at this station. Seventeen of these planes were ferried by Randolph Field officers and the remaining 17 by pilots from Gunter Field, via: Capts. Hilbert F. Muenster, Daniel I. Moler, 1st Lieuts. Robert J. Rogers, Frank W. Iseman, Jr., Lawrence M. Brooke, 2nd Lieuts. Warren S. Baker, Jr., Kenneth A. Linder, James T. Patterson, Thomas F. Osborne, Klair E. Back, Ernest W. Loane, Jr., Clifford V. Warden, Leon H. McCurdy, Carver T. Bussey, George C. Oyler, Robert A. Patton and James W. Morris.

Westover Field, Chicopee Falls, Mass.:

On March 6th, the first major convoy was undertaken by troops of this field, the journey being an all-day affair, with Winchester, N.H., as the destination. The trip served as a practice march in preparation for eventual mass transportation of troops. Prior to the departure of this convoy, the Commanding General, Brig. Gen. John B. Brooks, gave all vehicles a thorough inspection and later expressed complete satisfaction with the appearance of all units. Earlier in the week, Gen. Brooks inspected the Air Corps troops at the field.

All bachelor officers became permanent residents of the Post when they moved into the first of eight bachelor officers' quarters buildings to be opened. Eighteen officers are now thus situated, and it is believed this number will eventually go well over the hundred mark. Each officer has a suite consisting of a bedroom and living room. The buildings are situated directly across from Post Headquarters.

The tall tower on the structure, just completed in close proximity to other Post buildings, is for hanging the parachutes to "draw-out" their "kinks" before being repacked.

The War Department plans to acquire approximately

12 acres of land in nearby Granby for the construction of a radio range station for guiding Army bombers to this station.

The Post photographic laboratory has had its first picture published, giving every indication that this department will soon be prepared to function efficiently. Photographic equipment received from Middletown Air Depot was turned over to Capt. Dan H. Dye, Photographic Officer, for installation.

Thirteen men were sent to Fort Devens to attend the Cooks' and Bakers' School. These men will return in two months to augment the kitchen forces now on duty.

The weather squadron here added to its personnel, Master Sgt. Harry J. Cuskey and Priv. Blair W. Gibson, the former meriting special mention because of his long and diversified experience in the meteorological service.

Because of the good weather, tourist traffic on the Post on Sunday exceeded anything previously witnessed here. The roads were jammed for hours, especially between the noon repast and supper time.

The recent radio address over Boston's WAAB and its affiliated stations by Maj. John R. Drumm on "What the Air Corps Offers the Young Man" has met with considerable favor and many requests are being received for copies thereof.

March Field, Calif.

The team of Burns and Allen, movie and radio comedians; Miss Gail Patrick, and Messrs. Tyrone Power and Henry Wilcoxon were recent visitors. George and Gracie spent an afternoon at the field, visiting the Recruit Camp and the Mess Hall, and then staged a 15-minute program at the Post Gymnasium. There is very little doubt in the minds of those who were with them that they have very little need for script writers - truly a democratic and enjoyable pair.

Mr. Power has long been interested in aviation, both military and civil. Incidentally, he is a flyer in his own right and owns an amphibian plane. It was only natural that when one of his first Hollywood friends, 1st Lieut. Henry M. Fine, was ordered to active duty at the field, he should pay him a visit.

Miss Patrick was a guest at a Saturday night dance at the Officers' Club, and Mr. Wilcoxon was a luncheon guest.

Another important guest of the 1st Bombardment Wing was Mr. Cyril Forrester, author of "Captain Horatio Hornblower," "The General" and other noted military and naval stories. Mr. Forrester had luncheon with Brigadier General Frank D. Lackland, Commanding the 1st Bombardment Wing, and later sent him an autographed copy of his book, "The General," which was addressed "From The General to The General." Mr. Forrester is in the midst of preparations to produce "Captain Hornblower" on the screen.

KEEPING FIT

Lawson Field The basketball season for the Lawson Field quintet proved very successful. The team is now leading the Post League at Fort Benning, Ga., with only two losses out of 20 starts. The Lawson Field cagers defeated the Savannah Air Base at Fort Benning, and expect a return game soon. They have some open dates and would like to schedule games with other teams. Those desiring games either at home or at Fort Benning should get in touch with Lieut. Thomas S. Gill, Jr., at Lawson Field.

The Lawson Field baseball and softball season got off to a good start on February 19th, 47 ballhawks reporting for the first day's workout. A baseball tournament will be conducted among the four Air Corps organizations on the field, the 15th Bombardment and 16th and 97th Observation Squadrons, and the 62nd Air Base Group. The winning team will then represent Lawson Field on the Main Post at Fort Benning.

France Field The baseball team of the 20th Materiel Squadron, 15th Air Base Group, lost to the Marines 4 to 3 in a close game at Coco Solo on February 14th. It was later explained by a certain Marine Corps Sergeant that the two umpires (Marine Corps recruits) were forewarned that the Marines had better win the game or else.

In softball, the Squadron defeated the detachments of the Post on February 11th, 4 to 3. Sgt. Golas broke up the game in the 6th with a homer with two on.

Hqrs. Squadron, 6th Bombardment Group, has four men on the Post baseball team, which is doing very well with five wins and one defeat. The men are Hager, J.T. Smith, Kirby and Creighton. The Squadron also had four men on the Post bowling team, which is getting very close to first place. For a team which has no home alleys, the Post team is doing very well. We expect to win the inter-squadron track meet. There is good material in the Squadron if the men will only give a little support to athletics.

Albrook Field Hqrs. Squadron, 16th Pursuit Group, lost the services of Cpl. Charles Deward, who recently pitched a great game for Albrook against Pedro Miguel, holding them down to three hits. In the line of good ball players we still have with us Sgt. Patrick Weatherton, who was a big factor in bringing Albrook Field through to the championship of the Zone last year. A newcomer is Pvt. 1st Cl. John R. Healy, an up and coming third baseman.

The 24th Squadron softball team is coming along fine and working hard during its practice hours.

Hamilton Field The team of the 34th Pursuit Squadron, headed by Captain Vincent, took first honors in the bowling contest. Pvt. 1st Cl. Blair attained the highest average of the Post with 201, and had the second highest game score with 220. A pool table recently purchased is affording the men a great deal of pleasure and recreation.

Savannah Air Base In the first game in the basketball tournament, the 2nd Materiel Squadron defeated the 90th Bombardment Squadron in a very exciting overtime contest, 33-31. The players on these teams have all been on recognized high school and semi-pro teams.

The 17th Squadron basketball team concluded a very successful season, finishing in first place by a very comfortable margin.

The basketball team of the Hqrs. Squadron, 27th Bombardment Group, after getting off to a very poor start and making a mediocre showing in mid season, finally hit their stride and are riding high. The bowling team continues to lead the league and is confident of winning the championship. The Squadron is well represented on the post boxing team.

Ponce Air Base Prior to the regular league schedule, the basketball team of the Puerto Rico Hqrs. Squadron, 36th Pursuit Group, coached by Tech. Sgt. John H. Jennette, has been playing organizational and local native teams. The softball team, managed by Staff Sgt. Leslie A. Burk, has played numerous games with other organizations at the Air Base, and won most of them. The team also met the internationally known Boca Chica nine, which met defeat only in the semi finals of the past season's amateur competition in Chicago.

The softball team of the 22nd Pursuit Squadron started off with a win over the 32nd Squadron.

The enlisted men's softball team, 23rd Pursuit Squadron, is still undefeated in the Post League, and has also made a good record playing some of the local teams.

The 32nd Pursuit Squadron basketball team, under the able direction of Lieut. Leonard Shapiro and Sgt. John E. Smith, has defeated all contestants on the post and has laid claim to the post championship. Application was made for entry in the Puerto Rican Army and Navy Basketball Championship Tournament.

The softball team of Hqrs. Squadron, 36th Pursuit Group, lost its first game to the officers, 4 to 1, mainly due to errors in one inning which gave the officers all their runs. The team will soon be ready to play regular scheduled games.

MacDill Field All men in the 68th Bombardment Squadron interested in softball have been receiving spring training at Port Tampa City, Fla., with the intention of participating in an Inter-Group League at MacDill Field and later entering the Tampa City Softball League. With practice the men will develop into a fine team.

Cpl. Charles A. Langford, former heavyweight champion of the Panama Canal Zone, demonstrated that he still has plenty of power in his right arm when he defeated his opponent of the 43rd Bomb. Squadron. Since returning to the States, Cpl. Langford has done very little training, but plans to start soon to prepare for a coming bout..

Lieut. Wm. R. Yancey, commanding Hqrs. Squadron, 53d Pursuit Group, added another trophy to his collection when he won the officers' golf tournament during February.

Moffett Field While basketball has held the spotlight for the past several months, baseball is starting and gradually beginning to draw the interest of the local sport fans. Weather permitting, practice is held every afternoon. The Flyers lost their first game against St. Mary's College because their pitching staff had not rounded into shape due to the bad weather.

The Moffett Field Flyers post basketball team maintained its high-scoring pace throughout the 23-game schedule, being credited with 18 victories. Paced by Pvt. 1st Cl. "Bud" Haynes, the Flyers scored 1181 points for an average of 51 per game, as compared with a total of 856 points, or an average of 37 points per game, for their opponents. Haynes led the team with 272 points, followed by Pvt. 1st Cl. Eldon Gardner with 243, the former averaging 13 points and the latter 12 points per game. Games with the University of Idaho, Washington State College Frosh, are scheduled during the Flyers' barnstorming tour, plus a number of independent teams.

Randolph Field Finishing second in the Army V-8802, A.C.

League, the Randolph Field Ramblers won the right to participate in the annual city amateur basketball championship playoff in San Antonio. The winner of the single elimination tournament will be eligible to represent the city in the Texas State Meet.

Brooks Field won the league title with eight wins in as many starts. Randolph received the other spot in the playoff, due to five triumphs and three losses. Two losses were to Brooks Field and one to Kelly Field. Teams in the playoff were to be the winners and runners-up in each of five circuits.

Sixty-five candidates reported to Lieut. David Wade when the first baseball practice was held. Hot sunshine also greeted the hopefuls, so arrangements for the first game were begun. A number of veterans were on hand, including Al Crosthwaite, the underhand crossfire twirler, and Ruben Naranjo, utility man, who batted .436 for Midland in the West Texas League last season and who was at Randolph in 1938 before joining pro circles. Many new men were on hand. Missing were the usual run of southpaw pitchers, the only two in the group being the veterans George Jacobs and Herman Blackwell.

Randolph Field baseball teams have been ruling the Army League roosts around San Antonio for the past seven years.

Hickam Field The 5th Bombardment Group Golf Tournament with play at Schofield Barracks Golf Club turned out to be somewhat of a 72d Squadron tourney. Nearly half of the 30 entries were 72d men, and it was 72d all the way in the final results

The 31st Bomb Squadron is preparing for a tough baseball season. They lost their first game but, far from discouraged, are out to show what a little more training and patience will do.

The 72d Bomb. Squadron baseball team, under the guidance of Lieut. Holcomb and Tech. Sgt. Prince, is hitting its stride. Company "G," 19th Infantry, was defeated in a practice game, and the 72d also won the first Inter-Squadron League game from the 28th Bombardment Squadron.

The Hickam Field Skeet Club recently held three competitive shoots at the range. Captain H.L.Grills became the first Hickam Field skeet shooter to have his name engraved on the Brilliante Trophy. He turned in 93 birds and, with a handicap of seven, was credited with a perfect score. Lieut. John M. Ferris broke 92 birds, and with a handicap of three took second place. In a shoot-off between Col. Ryan, Lieuts. Kluever and Ferris, the latter shot a perfect 25 for second place, while Lieut. Kluever took third and Col. Ryan fourth place prizes. All these officers were tied with 95 at the end of the fourth round. Capt. Albert Boyd won fifth place, and in a shoot-off between Major R.F. Travis and Lieut. Stepp, the Major broke 25 in succession to cop the last prize.

A field of 12 Hickam Field officers greeted the mechanical birds on the Sunday morning. Despite a heavy wind which made the clay pigeons fly a tricky course, many good scores were turned in. It was all bore competition and not a registered meet, but rivalry was keen and the meet was not won until the last bird flew its course.

Major General Frederick L. Martin, Commander of the Hawaiian Air Force, arrived with Col. Ryan and shot in the first two rounds. He did not, however, shoot for any of the prizes.

A large modernistic clock on a wooden scroll was selected as the permanent trophy for the meet, the

name of the winner to be engraved on it each year.

In the next contest, a week later, Lieut. R.D. Stepp became the second man to add his name to the Hickam Field Skeet Club and Handicap Trophy. Lieut. Kluever was the previous winner. The handicap shoot will be held monthly until someone takes the Trophy permanently by winning it three times. Major General Martin; Colonel H.C. Davidson, Hickam Field Commander, and Col. Ryan shot in the first two rounds but did not compete for the Trophy. Competition was stiff and the meet was far from decided until the last doubles had been fired.

The Club turned out full force the next Sunday, determined to give Major R.F. Travis, defending Club Champion by virtue of having won the first leg on the Trophy, a battle for his money. The result was a thrilling high-tension match, which was won by Lieut. Ferris by the narrow margin of one bird. To win, he had to outshoot his previous best run of 75 straight.

The new members of the Club showed great promise of becoming tougher in future competition.

Westover Field The post bowling league is now in full swing, about 100 enlisted men competing.

The Westover Bombers basketball team continues on its merry way, "winning two and losing one." The "series of the year" is being arranged with the Fort Devens quintet, to be held late in March.

Maxwell Field The field's glove slingers have been going great guns in their current fistic campaign. In a recent exhibition with the Basic Flying School at the Municipal Airport, all bouts save one went Maxwell Field's way.

Barksdale Field The Savannah Air Base basketball team captured both ends of a two-game series from the Flyers at this field on February 25th and 26th. The Barksdale basketeers lost a close game (45-47) at the hands of the New York Celtics at Centenary Stadium, Shreveport. The team finished the season on February 28th, winning ten and losing ten of its 20-game schedule.

The baseball season will start in April, practice to begin in the middle of that month.

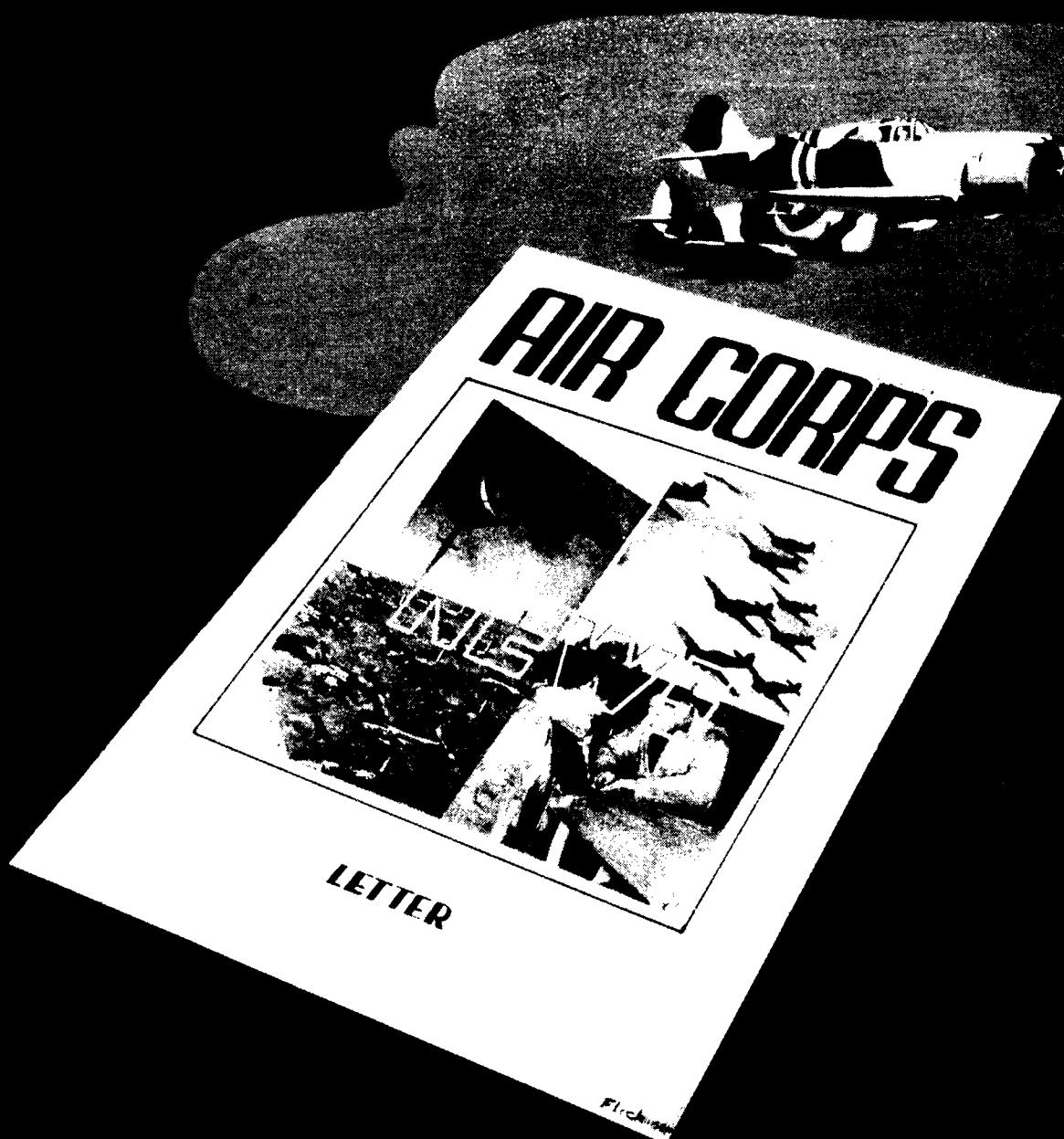
Staff Sgt. William "Red" Keenan, former Army bantam-weight boxing champion, 1923-1927, was assigned to duty at the field as assistant boxing instructor.

Boringuen Field A basketball court is being set up by Hqrs. Squadron, 25th Bombardment Group, to prepare for the tournament to be held in San Juan in the near future. The boys are devoting many extra hours so as to complete the court and enable the boys to secure practice before the tournament.

The basketball team of the 35th Bombardment Squadron is practicing diligently to improve its skill, speed and coordination. Practice games are being played with civilian teams prior to participating in a tournament which may evolve from the recreational program of the base.

With a softball diamond, a volleyball court and two horseshoe pits at its disposal, the personnel of the 10th Bombardment Squadron have now pitched into the new task of providing a basketball court of their own.

The 12th Bombardment Squadron has about completed a baseball diamond, and the men soon expect to indulge in this popular sport.



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The Air Letter

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Intelligence Division
Air Corps

April 1 - 15, 1941

Munitions Building
Washington, D.C.

The purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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EXPANSION OF PROGRAM FOR TRAINING PILOTS AND MECHANICS

The War Department announced recently that an increase is planned in the rate of training of Air Corps pilots from 12,000 to 30,000 a year, and of Air Corps mechanics from 53,000 to 110,000 a year, with corresponding increases for navigation and bombardier training.

The first class of Flying Cadets under this new rate of training is scheduled to enter the elementary flying schools late this year. The exact date for classes of both pilots and mechanics will be announced later.

The 12,000 - pilots - a - year rate of training program was achieved with the class of 2,091 Flying Cadets beginning a 30-week period of training on March 22, 1941. Under this rate of training, 28 civilian contract flying schools conducted the 10-week period of elementary training. The basic and advanced training was conducted at the 10 Army Air Corps Schools located at Montgomery, Ala.; Maxwell Field, Ala.; Barkdale Field, La.; Eglin Field, Fla.; Randolph, Kelly and Brooks Fields, Texas; San Angelo, Texas; Moffett Field, Calif., and Stockton, Calif.

Initially ten more Army Air Corps Flying Schools are planned, the sites therefor, as previously announced, being Macon and Albany, Ga.; Selma, Ala.; Ellington Field, Texas; Victoria, Texas; Bakersfield and Taft, Calif.; Mather Field, Calif.; Phoenix, Arizona, and Las Vegas, Nevada.

It is expected that additional civilian contract flying schools also will be chosen. The greatest possible use of civilian contract flying schools is to be continued, the details concerning which will be announced later.

In connection with the enlarged training program for mechanics, more than \$24,000,000 will be spent in construct-

ing two new technical schools, one at Biloxi, Miss., and the other at Wichita Falls, Texas. Announcement was made on March 1st that these two cities had been selected as school sites, but details of the building program were not available at that time.

Approximately \$5,000,000.00 will be spent for additional housing at existing technical schools. The new construction work planned under the 100,000-man program compares with a \$28,500,000 program undertaken under the 53,000-man program, now virtually completed. The Air Corps is now operating technical schools at Scott Field, Belleville, Ill.; Lowry Field and Fort Logan, Denver, Colo.; and Chanute Field at Rantoul, Ill. In addition, technicians are being trained at 15 civilian contract schools.

Under the enlarged program, the Biloxi and Wichita Falls schools will enroll 800 enlisted students every 14 days for 22 weeks of instruction in aircraft mechanics. Approximately 14,500 officers, enlisted men and enlisted students will be stationed at each school. Each institution will turn out aircraft mechanics at the rate of 20,000 a year.

The building program for each school calls for the erection of 16 barracks for each 1,000 men, in addition to the administration and recreation rooms and other necessary installations, including day rooms and supply rooms.

The Air Corps technical schools, and the civilian contract schools, offer 19 courses for enlisted men, as follows:

Regular course:

Aircraft mechanic, Aircraft Armorer, Aircraft Machinist, Aircraft Metal Worker, Aircraft Welder, Supply and Technical Clerk, Link Trainer Instructor, Parachute Rigger, Photographer, Radio Operator and Mechanic, Teletype,

FLYING TRAINING

and Weather Observer.

Advanced course:

Bombsight maintenance, Carburetor maintenance, Electrician, Instrument maintenance, Propeller maintenance, Advanced Photography, and Weather Forecaster.

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Ryan School students go places.

Flying Cadet Richard D. Stowell, a graduate of the University of California, Los Angeles, in 1940, who recently relinquished the top ranking cadet officership at Randolph Field - that of Cadet Battalion Commander - to begin his advanced pilot training, was a Cadet Lieutenant while at the Ryan School at Hemet, Calif. At Randolph Field he was top man among the 900 student pilots, constituting the largest class ever to train at the Army's "West Point of the Air."

A sincere tribute to the Army supervisory personnel at the Ryan School at San Diego is the record established by cadets from this unit when transferred to the new West Coast Training Center at Moffett Field, Calif. (The commercial schools, like Ryan, provide instructors for flight training, but strictly military training is under the direction of Army officers. At San Diego, for instance, Lieut. Ford Monroe is Commandant of Cadets.)

The present class at Moffett Field has as Cadet Battalion Commander, Roger V. Stinchcomb, Jr., who, while a Cadet Lieutenant at San Diego, showed rapid advancement in military leadership. Unique among senior cadet officers, Stinchcomb had no previous military experience of any kind before enrolling as a Flying Cadet after leaving North Texas Agricultural College. Lucian W. Youngblood, now a Company Commander at Moffett Field under Stinchcomb, was a Cadet Captain while at the Ryan School.

The two previous classes at Moffett Field also had graduates from the San Diego detachment as Company Commanders, M.S. Anderson being given this ranking in Class 41-C and Kenneth L. Shadell in Class 41-D.

New School at Macon, Ga.

Approximately 2,000 officers, enlisted men and Flying Cadets will be stationed at the new Air Corps Basic Flying School at Macon, Ga., when it is completed about June 1, 1941, according to a War Department announcement. Almost 400 of the personnel of 2,000 will be Flying Cadets.

This new school will be the seventh Basic Flying School incorporated in the

Air Corps expansion program. The cost of the installation will be approximately \$2,310,000. Construction work, which has been started by the McDougald Construction Co., the Griffin Construction Company, Inc., and the Nonnemaker-Clayton Construction Company, all of Atlanta, Ga., is being done on a cost-plus-fixed-fee basis.

The school will be under the jurisdiction of the Southeast Air Corps Training Center, Maxwell Field, Ala.

New School at Albany, Ga.

The award of a contract to the Hardaway Contracting Company, of Columbus, Ga., for the construction of an Air Corps Flying School at Albany, Ga., was recently announced by the War Department. The contract, totalling approximately \$2,884,000, calls for the building of barracks, supply rooms, mess halls, administration buildings, and the usual fire station, guardhouse, hospital and other buildings.

The contract was approved by the Office of Production Management.

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GENERAL BRETT TOURS AIR CORPS FIELDS

On a swift tour of the Air Corps bases throughout the country, Maj. General George H. Brett, Acting Chief of the Air Corps, while at Moffett Field, Calif., told press representatives that "a year from today, the American Air Corps will surpass that of any nation in the world." He declared that the aviation industry was making great strides in production and improvements, and that in the next several months its productive capacity would amaze the entire country.

"It is encouraging to go out in the field and see these great schools and great Air Corps stations humming with activity," he said. "In Washington, we are primarily concerned with complaints and problems, but when I go out into the actual field, I am very much encouraged."

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The Correspondent of the Ryan School of Aeronautics, San Diego, Calif., declares his pride was crushed during an exhibition of Ryan PT-20A's, Curtiss P-40 planes and Boeing Flying Fortresses, at Lindbergh Field for Ryan and Consolidated employees. He heard a young mother explaining to her inquisitive offspring that the Ryan PT-20A they were examining was just a life boat off one of the Flying Fortresses.

FLYING TRAINING

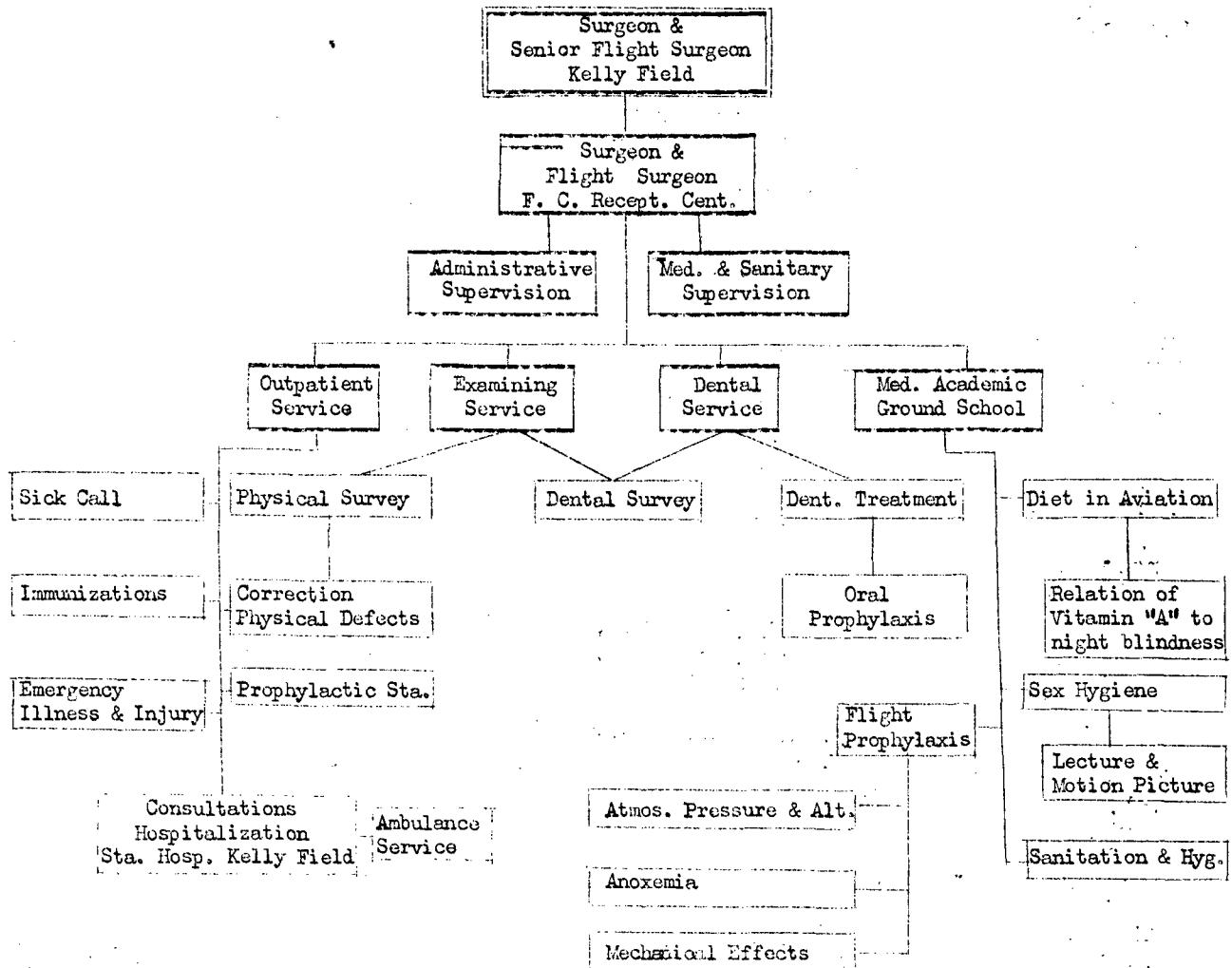
THE KELLY FIELD PILOT REPLACEMENT CENTER

As announced by the War Department, Kelly Field has been selected as one of several Pilot Replacement Centers to be established. The Senior Flight Surgeon, Lieut. Colonel Harding, is charged with the health of Flying Cadets and he expresses the opinion that, with the proposed establishment of centers for the reception of approved applicants for Uncle Sam's flying service, an ideal situation will be developed in the chain of training of Air Corps pilots. It will permit a concentration of effort in converting

the civilians selected into military men before the actual beginning of flying training. At the same time, special attention will be given to physical development in order that these young men, many sedentary in their habits, will become athletically trim. Along with the processing, equipping, military training, ground school, and physical training, there will be considerable medical service included. Below is schematically represented a tentative outline of the medical service to be rendered as conceived at the present time, as far as the Air Corps Flying Cadet Reception Center at Kelly Field is concerned.

PLAN OF MEDICAL SERVICE FLYING CADET RECEPTION CENTER GULF COAST AIR CORPS ADVANCED FLYING SCHOOL KELLY FIELD, TEXAS

A. General Functional Plan:



FLYING TRAINING

FIRST CLASS GRADUATES FROM WEST COAST AIR CORPS TRAINING CENTER

On March 14, 1941, Class 41-B, numbering 25 Regular Army Officers and 90 Flying Cadets, graduated from the Air Corps Advanced Flying School, Stockton Field, Calif.

Outstanding facts in connection with the graduation of this first class from the West Coast Air Corps Training Center were that of the original number of students, 64% completed training, and that despite shortage of equipment, adverse weather conditions, handicaps of organizing a new flying school, and many other difficulties, the training was completed on schedule. In a period of approximately 6½ months, Stockton Field was built, manned, equipped, and graduated its first class.

Graduation proper was preceded by an inspection of the graduating class and a review of troops by Brig. General Henry W. Harms, Air Corps, Commanding General, West Coast Training Center. The review was witnessed by prominent civilian guests from the city of Stockton, who evinced special interest in the establishment of Stockton Field, and relatives and friends of the graduating class. Approximately 800 troops, under the direction of Maj. W.H. Hardy, passed in review, including the 80th and 81st School Squadrons, and the 68th Air Base Group, commanded respectively by Maj. Arthur J. Lehman, Capt. George P. Kiene, and Maj. Harvey F. Dyer. In spite of numerous pools left by a rain of the night before, the troops performed in a manner creditable to the Air Corps.

Participating in the graduation exercises, held in the post theatre following the review, were Gen. Harms and Col. Pirie, of the West Coast Air Corps Training Center; and Cols. Walton, Pyle, Brackney, Majs. Hardy, Bridget, Wedman; and Capt. Anderson of Stockton Field.

Following the invocation, pronounced by Chaplain Richards of Moffett Field, Col. Walton, Commandant of the Advanced Flying School, extended his congratulations and best wishes to the class and introduced Gen. Harms for the graduation address and presentation of diplomas. Gen. Harms expressed regret that Gens. Arnold and Brett were unable to attend the graduation exercises. He stated that both had hoped to be present, but being unable to do so, requested him to express their regrets and to extend to the graduates their

congratulations and best wishes.

"Personally," declared Gen. Harms, "I am particularly happy to be here today, and I have looked forward to this event with as much interest and anticipation as you have."

"This occasion is an important milestone for the West Coast Air Corps Training Center. You are our first graduating class, the one that we shall always be most proud of, and for you we have great hopes."

"Your class started primary training with a total of 179 student officers and Flying Cadets. One hundred twenty, or 67%, completed primary and took their basic training at Moffett. One hundred sixteen completed basic to take the advanced training at Stockton. Today we are graduating 25 student officers and 90 Flying Cadets, a total of 115 of the original 179. This is an all-time Air Corps graduation record of 64%.

"You were told by the Commandants of both our Basic School at Moffett and our Advanced School here at Stockton that the initial success and reputation of the West Coast Air Corps Training Center was dependent upon your record and performance. Being our first class, you were obliged to endure the inconveniences and certain hardships due to the fact that the West Coast Training Center was not a thoroughly organized and operating activity. A particularly severe rainy season, undeveloped flying fields, and shortage of equipment handicapped the routine and progress of your training. We take this opportunity to congratulate you on your ability 'to take it,' and we shall always be grateful to you for your determination and devotion in making a success of your training course. In my opinion, your experiences at Bakersfield and Mather Field have contributed materially to your training and development, and have already given you the fundamentals of field service."

"Graduation day has always been considered a last and supreme opportunity for us to inflict you with final advice and counsel, and I shall not be the first to deviate from this long-established custom. I first urge you constantly to bear in mind that you have collective and individual responsibilities of a high order as Air Corps officers. Our country may be faced with perhaps the greatest crisis in its history. Air power has become the deciding factor in national defense, and

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each one of you has become a definite and vital part of that air power. Mr. Winston Churchill, in one of his reports to the British Parliament, referred to the Royal Air Force and said that never in history have so few men rendered a greater service to so many people. If the occasion ever arises, may as much be said of you.

"The Army Air Corps welcomes you to its commissioned ranks, and the officer, enlisted, and civilian personnel of the West Coast Air Corps Training Center extend their congratulations, best wishes for your continued good health, success, and happy landings."

Following the graduation address, diplomas were presented to the 115 graduates by Gen. Harms, and each graduate received his wings from the Commandant, Col. Walton.

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San Angelo, Texas:

Ground was broken on September 1, 1940, for what was to become the second Basic Flying School of the Gulf Coast Air Corps Training Center, although original plans called for an Advanced Flying School on this site. Buildings were constructed so rapidly that by January 5, 1941, the field was practically completed, save for some utilities, roads, and the airplane parking area. This construction included 23 barracks for enlisted men and Flying Cadets, two stage houses, fire house, hospital and wards, two bachelor officers' quarters, quartermaster warehouse, administration building, officers' mess, post exchange, motor repair shop, three school buildings, Flying Cadet mess, general mess, three day rooms, three supply buildings and one engineering building.

It was subsequently announced by the Commanding Officer that the field is due to be expanded with 34 new buildings or additions to older buildings. The apron is to be lengthened and two more auxiliary fields are authorized in this recent expansion order. The construction will be under the supervision of Captain R.J. Harrison, Corps of Engineers, who directed the erection of the original buildings during the past fall.

Through the courtesy of the citizens of San Angelo, an officers' club, costing \$8,000 was erected.

One hangar, the contract for which was awarded about the middle of December, was completed on March 15, 1941. It houses post operations, post engin-

eering, parachute department, secretary's office, photographic section, machine shop, welding shop, technical inspector's office, and the 67th school squadron engineering office.

On September 29, 1940, Colonel Albert M. Guidera, Air Corps, arrived in San Angelo to assume command of the school, and it was due to his untiring efforts that the construction progressed at such a rapid rate. Around Christmas, he became ill, and it was necessary for Lieut. Colonel George M. Palmer to assume command.

Arriving at the field about December 1 to assume various duties were Major Henry Baxter, Captains R. T. Crowder, William H. Hanson, Thomas S. Davis, Jr., and Lieut. Castex Connor. Major Charles T. Myers reported on December 16 and took over the positions of post operations officer and director of flying.

Shortly after January 1, 1941, the tempo of activity increased with the arrival from Kelly Field, Texas, of Major David W. Goodrich, Air Base Commander; Paul L. Carroll, Quartermaster; and Captains Thomas R. Lynch and Richard H. Smith, school squadron commanders. Other new arrivals were Captains John M. Price and Harry Crutcher, who became stage commanders; Lieuts. James A. Milton, post finance officer, and Cornelius H. Hook, post chaplain.

An advance detail of 100 men from the 64th Air Base Group (Special), the 67th and 68th School Squadrons, Kelly Field, arrived on January 25th to prepare the buildings for occupancy and to set up the general mess. A few days later, thirty instructors reported for duty from Randolph and Kelly Fields. At this time the field's lone BT-9 was used extensively by all the pilots.

On February 4, the main body of the 64th Air Base Group (Special), the 67th and 68th School Squadrons, and Air Corps administrative officers, the contingent totaling 900 officers and men, completed the transfer from Kelly Field to their new home.

A total of 111 Flying Cadets, graduates of the civilian elementary flying schools at Sikeston, Mo., Dallas, Tex., and Santa Maria, Calif., reported at San Angelo on February 11. With the simultaneous arrival of 30 BT-14's from Randolph Field, actual flying got under way on February 17. Ten more BT-14's were flown in from Randolph Field on March 24, and ten of the new Vultee BT-15's were ferried from the plant in Downey, Calif., by officers from the San Angelo field, thus bringing the

V-8819, A.C.

FLYING **TRAINING**

total number of planes assigned to this field to 78.

On March 20, 1941, the number of Flying Cadets undergoing training at the San Angelo School was increased to 260 with the arrival of 159 Flying Cadets from the Dallas Aviation School, Dallas, Texas; the Missouri School of Aeronautics, Sikeston, Mo., and the Cal-Aero Academy, Ontario, Calif. Of the new arrivals, 50 hail from Texas, 27 from Minnesota and 21 from California.

Along about the middle of February, 50 men from each of the school squadrons combined forces with 53 recruits to activate the 49th School Squadron, thus increasing the number of squadrons to three. This left the 67th, 68th and 49th Squadrons under strength, but it is anticipated this situation will be corrected in the near future.

A Quartermaster detachment of 38 enlisted men reported from Fort Douglas, Utah, on March 22nd, to raise the total of Quartermaster troops to 59, there having been sent to the field several weeks prior to that time 21 selective service men from Fort Dix, N.J.

The recently activated 49th School Squadron is going in strong for local men, 15 recruits from San Angelo being members thereof. From all reports, they are very happy to be so near home and are making a name for themselves.

The Basic Flying School was selected by the War Department to enlist thirty recruits for the new colored squadron which is to be formed.

An official name for the field other than the Air Corps Basic Flying School is now under consideration by a Board in Washington, and announcement thereof is expected to be made in the near future.

With true western hospitality, the citizens of San Angelo wasted no time in making the entire personnel of the field feel at home.

Randolph Field, Texas:

Colleges throughout the nation are contributing steadily to the heavy stream of Flying Cadets passing through the Basic Flying School at Randolph Field, Texas.

Among the 410 student pilots who graduated to advanced training schools on March 14, no less than 215 junior and senior colleges had representatives.

Oklahoma A. & M. and the University of California set the pace, each provided 11 men, who will receive "wings" 10 weeks hence.

Two other colleges from the same States were next in line, namely, the

University of California at Los Angeles and the University of Oklahoma. Each sent eight Flying Cadets.

The list of "producers" is long, but here are a few more leaders: University of Wisconsin and Los Angeles City College, seven each; University of Kentucky, six, and the University of Arkansas, Riverside Junior College of California, University of Illinois, Louisiana State University, Ohio State University, University of Tennessee and Central State Teachers College of Stevens Point, Wisconsin, five each.

Coveted "wings," emblem of commissioned officers in the Army Air Corps, are only one step away for 410 Flying Cadets, the largest class ever to graduate from Randolph Field, Texas.

On March 14, these student pilots completed 10 weeks at the nation's largest basic training center and departed for their final 10 weeks of training at advanced flying bases, which are turning out 12,000 new Air Corps officers annually for national defense. Of the 410 students completing their basic training, 210 were ordered to Kelly Field; 118 to Brooks Field, Texas, and 66 to Barksdale Field, La. The remaining 16 men were temporarily detained at Randolph Field, due to illness or other minor details.

Every five weeks a new class of Flying Cadets--4,500 per year--enters the "West Point of the Air." All these students are graduates of civilian schools which give a 10 weeks' course of primary training.

In 30 weeks' time, Uncle Sam takes young men between 20 and 27 years of age--many of whom never have ridden in an airplane--and transforms them into full-fledged pilots.

During these 30 weeks of training, each pilot-to-be spends 205 hours aloft.

At Randolph Field, his flying time totals 70 hours, including night flying and flying under the hood. Each month, Randolph's more than 300 planes spend 28,000 hours aloft.

For those students not specifically qualified for piloting planes, an innovation in the general Air Corps training program is available. Each calendar year, 3,600 aerial navigators and bombardiers are being turned out.

Approximately 400 Flying Cadets, who completed ten weeks of primary school training at civilian elementary flying schools, reported for a similar period of basic training at Randolph Field, Tex., on March 18 and 19, and filled the rooms left by 410 Cadets transferred

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to Advanced Flying Schools at Kelly, Brooks and Barksdale Fields. The new class is known as 41-F.

A dinner dance was given on March 8th in honor of the departing class, known as 41-D. The present upper class at Randolph, (41-E), has five more weeks to go.

Moffett Field, Calif.:

The fifth class of flying cadets to arrive this year at this field recently started their basic training.

With 144 members, the class comes from civilian elementary flying schools located at Santa Maria, Oxnard and Glendale, Calif. They were immediately taken in hand by "upper-class" of 41-E and given the first phase of their indoctrination work--mainly the rudiments of infantry drill and other military subjects.

Gunter Field, Ala.:

The first group of BT-15 airplanes, which is a later model of the Vultee Aircraft Basic Trainer and very similar to the BT-13 type, was delivered on March 1st, being ferried from Downey, Calif., by the following pilots from this Station:

Maj. Leonard H. Rodieck; Capts. Robert E. L. Choate, Richard J. French; 2nd Lieuts. Donald M. Alexander, Marcus A. Mullen, and Samuel S. Riddle.

Since delivery of this first group, 18 additional BT-15's were received, and it is hoped to have about 60 of this type of airplane before May 1st.

Cal-Aero Academy, Calif.:

Flying cadets at Cal-Aero Academy's training center at Ontario, Calif., have discovered that in the person of civilian instructor, W. H. Brown, they have a man who very definitely can teach them from first-hand information all about war-time flying.

As Lieut. Brown of the Royal Flying Corps in 1918 (later the RAF), the instructor is credited with eight official and four unconfirmed victories in combat with German airmen. He is also credited with destroying a huge ammunition dump. Later, as a member of an experimental bombing squadron, Lieut. Brown made the first official pursuit bombing attack across enemy lines alone, and is credited with being the first officer to experiment with dive bombing.

Lieut. Brown, a veteran of 6500 hours in the air and the holder of the British Military Cross, was associated with numerous civilian aerial undertakings since leaving the Canadian forces and

prior to joining Cal-Aero last October.

Lieut. Wm. Clark, a veteran Air Corps flier, and for the past year chief instructor for Cal-Aero Academy's training center at Oxnard, Calif., was promoted to Director of Training for the entire Cal-Aero group of training centers in California.

In his new post, Lieut. Clark will make his headquarters at the Ontario training detachment, and administer Cal-Aero's instruction at Ontario, Oxnard, and Glendale.

Late in March, Maj. General George H. Brett, Acting Chief of the Air Corps, in company with Brig. General Henry W. Harms, Commanding General of the West Coast Training Center, Moffett Field, made his first official inspection of the Cal-Aero Academy training center at Ontario, Calif.

The inspection was in the nature of a final check-up prior to the commencement on March 22nd of basic training for the first time at a civilian school.

Gen. Brett informed Maj. C.C. Moseley, president of Cal-Aero, that he regarded the Cal-Aero set-up at Ontario as ideal for basic as well as primary training.

The transfer of the Air Corps Training Detachment at Cal-Aero Academy, Glendale, Calif., to a large new Cal-Aero training center, to be erected immediately at Santa Ana, Calif., was announced by Maj. C.C. Moseley, president of Cal-Aero, and Maj. K. P. McNaughton, Air Corps Supervisor of primary and basic civilian flying schools in the West.

The new training center, the third to be erected within a year by Cal-Aero, will afford vastly increased facilities for training Flying Cadets.

The Glendale training detachment will continue in existence, however, supervising the training of over 600 mechanics at the Curtiss-Wright Technical Institute.

Ryan School of Aeronautics:

The rapid development of American youth of college age from a status of small responsibility and little or no previous military experience to careers in the Air Corps, which call for aggressive leadership of fellow flying cadets of similar ages and backgrounds, was well illustrated by recent graduates of the Army primary flying schools operated by the Ryan Schools at San Diego and Hemet.

Flying cadets trained in the last three classes at the two schools have provided five cadet officers for the

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larger training units at the Army's basic schools at Randolph Field, Texas, and Moffett Field, Calif., to which are assigned graduates of the many commercial flying schools now providing pilot training under contract with the Air Corps.

Maxwell Field, Ala.:

A number of day, night, and day-night cross-country flights were arranged for Flying Cadets in Classes SE-41-C and D at the Air Corps Advanced Flying School. Major Burton M. Hovey, Jr., Director of Training, stated that these missions were scheduled to afford the 315 Flying Cadets in these two classes instruction in the day and night phases of cross-country flying.

Flying Cadets normally commence their cross-country missions on the sixth week of the 10 weeks' advanced course, the first five of which being devoted to familiarization flights, individual accuracy, formation and local night flying. Advanced training planes (BC-1A and AT-6A) are used by Flying Cadets at Maxwell Field. The one Regular Army officer and 152 Flying Cadets in Class SE-41-C, which is to graduate on April 25, are now engaged on these missions. Class SE-41-D, comprising two Regular Army officers and 152 Flying Cadets, started its training on March 17, and will commence its cross-country training about April 25. This class is scheduled to graduate on May 29.

Members of Class SE-41-C on March 31st completed 50 hours and 32 minutes of flying time of the 70 hours prescribed for the course. This puts the one Regular Army officer and 153 Flying Cadets in this class well ahead of their flying program.

The excellent record of Maxwell Field's third advanced class is attributed to the splendid flying conditions which have prevailed since the "semester" commenced on February 11th. Flying time lost due to unfavorable weather has been negligible. Unless a prolonged series of April showers make their appearance, the class should complete its flying time several days in advance of April 25th, its scheduled date of graduation.

Student flying training is scheduled from Monday to Friday, inclusive. Saturdays are "maintenance days" and are devoted to servicing of aircraft. On occasions, flying is scheduled on Saturdays to compensate for time lost during the week on account of inclement weather or other causes.

All personnel of the class completed their ground school instruction, according to Captain Gerald K. Brewer, Director of Ground Training. This included 86 hours in practical and theoretical instruction in air navigation, combat orders, military organization, squadron duties of junior officers, signal communications, code practice, lectures on Bombardment, Observation and Pursuit aviation and military training.

The flying training of 41-C, scheduled during the first week in April, is instrument formation, time and distance, and a night cross-country mission. The auxiliary landing fields at Passmore and Autauga-ville are being used by Maxwell Field's Flying Cadets for practice landings and take-offs.

The flight instruction of this class is being conducted by Captain Wm. J. Holzapfel, Jr., and his 40 flight commanders. On his staff as commanding officers of advanced training squadrons

Robert A. Breitweiser, Wm. P. Brett, Richard F. Bromley and Moultrie P. Freeman.

Class SE-41-D arrived at Maxwell Field on March 17th from Gunter Field, Montgomery, Ala., and is scheduled to graduate on May 29th. Captain Kurt M. Landon is conducting its flying training. During the first two weeks of its training at Maxwell Field, its program consisted of familiarization, accuracy and instrument flying on advanced training airplanes, and was to be followed by the more advanced phases of flying, such as three and six-plane formation maneuvers.

Sixteen members of Class SE-41-D hold Reserve commissions in other branches of the service, namely, Ensign Charles F. Myers, U.S.N.; 1st Lieut. Stanley C. Birkhold, 2nd Lieuts. Benjamin H. Bridges, Jr., Roger P. Brundage, Birn Gardner, Jr., James D. Catington, Noel T. Cumbla and Leon B. Temple, Jr., Infantry; Paul B. Ash, Walter E. Chambers, James M. Herren, Jr., and Wm. E. Spreuer, Field Artillery; Joseph A. Beck, II, Corps of Engineers; Erwin G. Dueringer, Francis J. Fitzpatrick, Coast Artillery Corps, and Dean Emerson Harriman, Jr., Signal Corps.

These Reserve commissions will be vacated when the above-named Flying Cadets graduate on May 29th, when they will be commissioned in the Air Corps.

Statistics on student flying training:

Airplane pilots have graduated from Air Corps Flying schools in excess of the number originally contemplated when the Air Corps Expansion Program was inaugurated.

Under this program, the first class of students (40-A), began training at various civilian elementary flying schools on July 1, 1939. In the period of 20 months to include March 15, 1941, ten classes graduated from Air Corps Advanced Flying Schools, and the piloting ranks of the Air Corps were increased to the extent of 208 officers of the Regular Army and 2,521 Reserve officers, the latter undergoing flying training under the status of Flying Cadets.

Originally entering these ten classes were 330 officers of the Regular Army and 4,470 Flying Cadets, a total of 4,800 students. Since 2,729 of that number completed the flying course, a percentage of 56.8, the progress of these students was about on a par with that which has prevailed in past years in Air Corps flying training activities.

The following tabulation on the training of Air Corps pilots may prove of interest:

Class	Entered		Graduated		Percentage	Date of Graduation
	Off.	F.C.	Off.	F.C.		
40-A	17	382	8	212	.47	.56 Mar. 23, '40
40-B	2	394	2	211	1.00	.54 May 11, '40
40-C	156	254	99	136	.64	.54 June 21, '40
40-D	1	431	*3	206	1.00	.48 July 26, '40
40-E	1	384	1	206	1.00	.54 Aug. 30, '40
40-F	-	429	-	233	--	.54 Oct. 4, '40
40-G	1	375	-	217	--	.58 Nov. 15, '40
40-H	2	473	2	255	1.00	.54 Dec. 20, '40
41-A	6	593	3	358	.50	.60 Feb. 7, '41
41-B	144	755	90	487	.63	.65 Mar. 15, '41

*Two holdovers from preceding class.

Classes graduate from Advanced Flying Schools every five weeks. The next class, which will graduate in the latter part of April, will add more than 600 airplane pilots to the flying personnel of the Air Corps.

Engines Keep Them Flying

An eight thousand horsepower engine for an airplane - Fantastic? Not at all!

It may be several years away, but Army Air Corps research experts at Wright Field are already looking forward to the day when airplane power plants, delivering four times the power of the big 2,000-horsepower engines now being tested for the nation's newest warplanes, will be ready to go on the test stands for the rigorous acceptance tests which all new engines must pass if they are approved for service in Army planes.

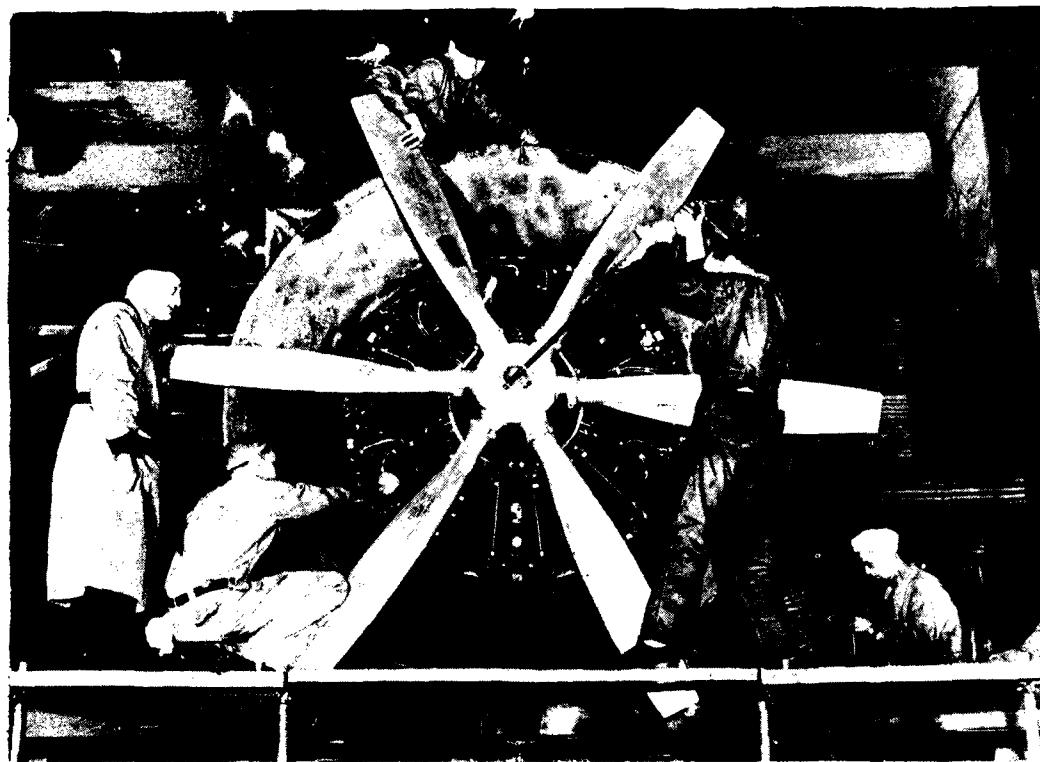
New power plant test equipment now being assembled at Wright Field has been designed with this goal in mind, and when the big

A layman may look at the sleek, clean lines of a modern streamlined airplane in admiration, but the trained aeronautical engineer looks first to its motivating force. The power delivered by the engine, its size and weight, are the main limiting factors in the design of any new aircraft. And a casual study shows that milestones in aviation's development have followed development of engines powerful and trustworthy enough to carry the planes to success.

The first American military airplane, built by the Wright Brothers, which, carrying a pilot and passenger, made a sustained flight in 1909 of one hour and 23 minutes, was powered with a 25-horsepower engine. In the same year, Louis Bleriot

flew his monoplane, powered with a 28-horsepower, 3-cylinder Anzani air-cooled engine across the English Channel. By 1911, the British Nieuport was using a 50-horsepower 7-cylinder Gnome engine and making speeds as high as 70 miles an hour.

World War competition between the Allies and Germany speeded engine development, and by 1916 Rolls-Royce had pro-



TESTING LARGE ENGINES ON ENDURANCE RUNS WITH 6-BLADED "CLUBS" OR STUB-ENDED PROPELLERS

engines are ready, as engineers are confident they eventually will be, the equipment here will be heavy enough and strong enough to perform the necessary tests.

Aviation is a young industry, less than 40 years old, yet in the 37 years since the Wright Brothers' first flight at Kitty Hawk, N. C., aircraft engines have grown from the small, four-cylinder, water-cooled, 12-horsepower motor which turned twin propellers on the first Wright plane, to the big 18-cylinder, 2000-horsepower motors of today. Is it expecting too much, then, to anticipate a four-fold increase in power within the next few years?

duced 250-horsepower engines, while in 1917 Italy came out with her famous Caproni triplane bomber, powered with three 1,000-horsepower Fiat engines.

Here in America, shortly after we entered the war, the Liberty motor was designed and built under terrific wartime pressure. Up to the close of the war, the five factories engaged in manufacturing the 8-cylinder and 12-cylinder Liberties had produced a total of 13,396.

Just a few years later came the engineering development which laid the foundation for present successful air-cooled aircraft engines, when Mr. S. D. Heron, of the Wright

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Field Power Plant Laboratory, culminated years of development and testing with a valve which made possible the internal cooling of cylinders when operating at extremely high power outputs.

The biggest single impetus to aviation and engine development was the flight in 1927 from New York to Paris of Charles A. Lindbergh in his Ryan monoplane, powered with a 225-horsepower Wright Whirlwind of the comparatively new radial air-cooled type. That flight brought a new realization to a fascinated public that aircraft engines were sturdy and reliable. It opened an era of other transoceanic flights which proved that airplanes could fly over long distances. Commercial air lines began to win public acceptance as a mode of travel and to prove that airplanes could keep to schedules. Competition was keen between long-range stunt flyers for faster speeds and more durable long-range engines. Air lines sought larger planes, which necessitated larger engines to power them. The Air Corps and the Navy fostered new developments.

And the result - production experts devised new foundry methods, improved their designs of crankshafts, cylinder heads, superchargers, carburetion, lubrication systems, reduction gearing, and cooling systems. New alloys were developed to lighten the engines as much as was safely possible. Fuels and oils were stepped up to higher efficiency. By 1936, engines producing 1100 horsepower had been accepted. Soon they became standard equipment on most military tactical planes and on the nation's big airliners.

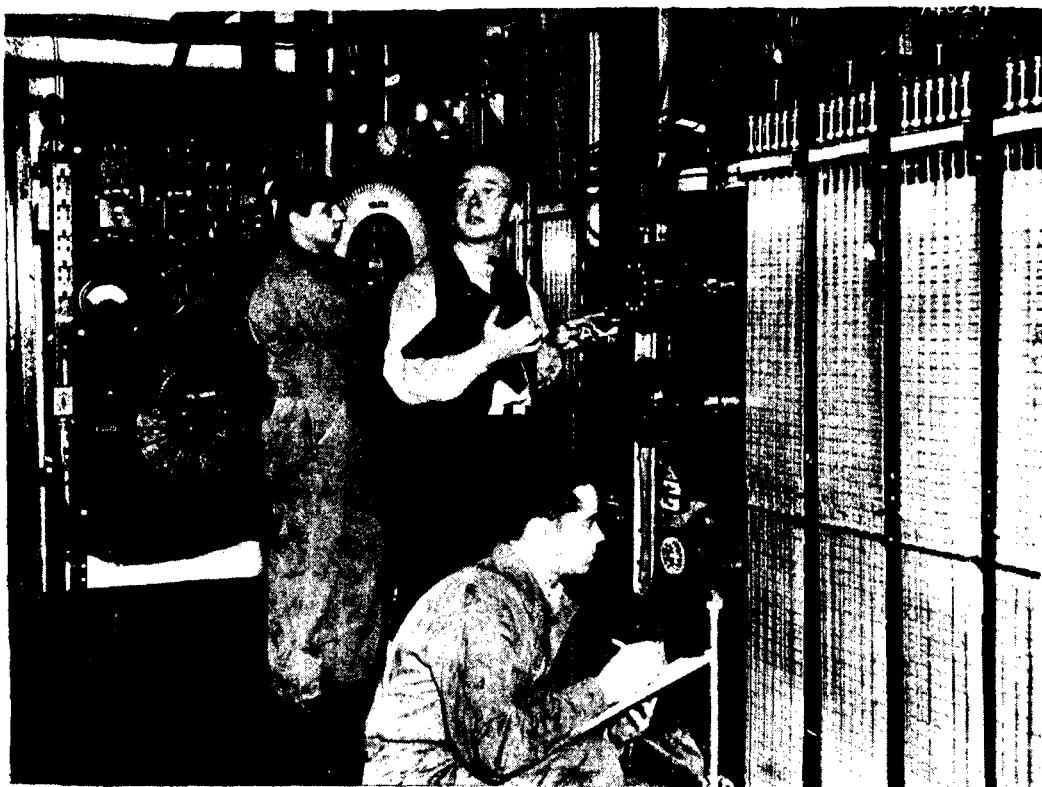
Present-day engine developments are along two lines, the radial air-cooled type and the liquid-cooled type. The liquid-cooled en-

gine made a "comeback" when, as a substitute for water, ethylene glycol was introduced as a cooling medium. Not only was the new coolant far more efficient than water, but it permitted a reduction of radiator area amounting to almost 50 percent.

Huge frontal areas of the air-cooled engines interfered seriously with clean aerodynamic design, whereas the liquid-cooled engines had far less frontal area to buck the air streams. Faced, however, with this new competition from an old rival, the air-cooled engine manufacturers redesigned their engines to meet the challenge, until the newest air-cooled radial engines provide a diameter not far out of line with the diameters of liquid-cooled engines of comparable horsepower.

In tracing the climb of horsepower, the growth in efficiency of aircraft engines cannot be overlooked. In 1918, aircraft engines were overhauled every 50 hours. Today they are overhauled every 250 to 500 hours.

Reports from London indicate that the skilled machining of American aircraft engine factories is responsible for a product superior in durability and quality to many of the European aircraft power plants, and that, because of the superior quality of the engines, the American warplanes purchased by the British undergo servicing and overhauls at



DYNAMOMETER TESTS WHEREBY HORSEPOWER OF NEW ENGINES IS RATED.

much longer intervals than the other planes.

To return to our engines of the future, the 8,000-horsepower giants, the Wright Field power plant laboratory, engine research center of the Materiel Division of the Air Corps is working in close cooperation with the engine manufacturers to develop aviation engines with a maximum power for each pound of weight, and with high standards of dependability, durability, and economy. In the interests of national defense, they are seeking to develop for this nation the best engines at the earliest possible date.

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NEW AIRPLANES AT WRIGHT FIELD

Three production bombardment airplanes are now being given the final "check and double check" by the Materiel Division laboratories at Wright Field.

In the medium bombardment class there are the B-25 (North American) and B-26 (Martin). The B-17D (Boeing) is at Wright Field for general tests.

Accelerated service tests, conducted at Patterson Field, were completed on the P-3C (Bell), and are just starting on the B-26 and YP-38 (Lockheed), the latter a single-place twin-engined fighter.

The experimental model of an interesting basic training airplane, the XBT-12 (Fleetwing), which arrived at Wright Field recently, will be turned over to the Air Corps for acceptance and performance tests as soon as the factory pilot and mechanics complete trial flights and adjustments. This plane has a spot-welded stainless steel fuselage.

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AUTOMATIC FUEL SYSTEM

Investigations over a long period of time of forced landings of airplanes and crashes involving the fuel system, where no actual mechanical failures occurred, have revealed the following as the direct contributing causes:

- (1) Failure of the pilot to change from an empty to a full tank.
- (2) Improper setting of fuel selector cock,
- (3) Excessive wobbling of the hand pump with resultant flooding of the engine, and
- (4) Trapped air and vapor within the fuel system unduly delaying delivery of fuel to the engine.

To guard against the above difficul-

ties and to prevent engine cessation at critical periods in combat, the automatic fuel system has been developed and is now being service tested. This system is entirely new, and no similar or comparable installations have been introduced to date. It is adaptable to both high and low pressure carburetor systems, and the added weight is only about three pounds over the conventional systems.

The automatic fuel system is now being installed for service test in P-40 airplanes. It consists of an air-vapor eliminator, automatic pressure regulator, warning signal and an electrically operated fuel cock. The automatic features of the system become operative after the engine is started and the oil pressure reaches a predetermined value. The system is so designed as to be operated manually at any time desired. With the engine running, as soon as the fuel pressure drops, the pressure warning signal switch is actuated, thereby starting an electric motor and automatically turning the fuel cock to the next tank. If there is fuel in this tank, the valve does not move further; the fuel pressure builds up to normal and engine operation goes on normally, without any manipulation of valves or controls. However, if there is no fuel in this particular tank, the continued pressure drop causes the electric motor to turn the valve to the next tank that does contain fuel. Necessary reserve is provided in the vapor eliminator unit of the system to allow the cock to make a complete turn in search of fuel without the engine faltering.

This system is adaptable to any number of tanks and permits the complete exhaustion of fuel in each tank.

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"RICE TO CHINA" OR "PLANES TO BUFFALO"

By Lieut. E.R. Casey, Air Corps

Or perhaps the above title should read: "The men who build 'em meet the men who fly 'em."

Acting upon the suggestion of the War Department, six B-18A's of the 22nd Bombardment Group, manned by full crews, were recently flown from Langley Field to the Buffalo Municipal Airport. The flight, under the command of Lieut. Colonel John I. Moore, was made for the sole purpose of enabling employees of the Bell and Curtiss aircraft plants to inspect at first hand airplanes of another plant.

Although the flight arrived at Buffalo with practically no advance notice,

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MATERIEL

the Buffalo newspapers and radio stations quickly passed the word that employees and members of their families, of the Bell and Curtiss plants would be allowed to inspect the ships the following afternoon from 12:00 to 5:00 p.m.

Despite the extreme cold and the very short notice, a crowd estimated at better than 10,000 persons visited the airport on Sunday afternoon. In fact, airport officials claim it as their greatest traffic jam.

Visitors entered the ships through the lower escape hatch and thence to the pilot's cabin. After a brief examination of the interior of the plane, they left via the rear door. It was extremely interesting to talk to the plane builders. Surprisingly enough, the average workmen seemed to know little about the completed airplane. For the most part, they knew only one particular phase--probably the operation they were connected with in the factory. One after another of the sheet metal men remarked about the non-flush rivets on the B-18A's, but this point was cleared up when they learned that the ships were built in 1937.

Age, sex, or size made little difference in their interest. Many elderly women and youngsters, were boosted up through the lower escape hatch and then puffed their way to the topside. In spite of the struggle, they all wore smiles when they finally did get settled. The technical questions asked by the youngsters brought many an embarrassed smile from the officers. In fact, after being cross-examined by a young gasoline-model enthusiast, Col. John I. Moore abruptly relinquished command temporarily to Maj. Prindle, who quickly got out the "G" file.

The following morning, all the flight personnel were escorted through both the Bell and Curtiss factories. It was then our turn to ask questions. Members of the executive staffs of the factories felt that the exhibition greatly aided employer-employee relationship. However, our men unanimously agree that theirs was the greater gain. The unaccustomed contacts between "the men who build 'em and the men who fly 'em" can definitely never do either party any harm. Many a flier found why his pet idea was impractical, and possibly the designers and builders did receive some constructive suggestions.

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BOATS FOR THE AIR CORPS

A contract for eight 50-foot, single

screw, motor launches, at a cost of about \$91,600, was recently awarded by the War Department to the Robinson Marine Construction Co., of St. Joseph, Mich., while invitations for bids have been issued on additional boats. Bids will be opened soon on the construction of 17 twin screw gasoline picket boats which will be used as rescue boats by the Army Air Corps. Plans also are under way for the purchase of about 128 additional boats, including tugs, barges, passenger and freight vessels, whale boats, rescue and picket boats, mine planters, motor mine yawls, ocean-going barges, and shallow draft boats, for use by the Quartermaster Corps, the Air Corps, and the Coast Artillery Corps.

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NEW TRAINER UNDERGOING TESTS

The AT-10 airplane, manufactured by the Beech Aircraft Company of Wichita, Kansas, is undergoing test by the Army Air Corps.

This advanced trainer is a low wing monoplane with a conventional retractable landing gear. The fuselage is wood monocoque construction except for the pilot's compartment, which is of metal construction. The airplane has a wing span of 37 feet, is 27 feet, 11 inches long, and weighs 5,300 pounds.

Two 280-horsepower 9-cylinder radial engines, each equipped with a two-blade propeller having a diameter of 7 feet, 9 inches, power this new transitional training plane, which is equipped with a full complement of training instruments, including an automatic pilot. The pilot and the student are seated side by side.

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PATENTS TO MATERIEL DIVISION PERSONNEL

The following patents have been issued during recent months to engineering personnel of the Air Corps Materiel Division, at Wright Field, Dayton, Ohio.

Patent No. 2,227,460 issued to Mr. O. Morgensen, Jr., on Airplane Jack.

Patent No. 2,229,132 issued to Sergeant David Samiran on Fuel Feed Systems.

Patent No. 2,229,657 issued to Mr. J. E. Larason on Power Transmission Devices.

Patent No. 2,231,888 issued to Maj. H. H. Couch, Propeller and Method of Making Same.

"CAREER" MEN IN THE AIR CORPS
By the McCord Field Correspondent

There seems to be little doubt but that the Air Corps offers the top "career" jobs in the Army because well-trained, seasoned mechanics are required to keep planes in first class condition, and these men are developed under the Air Corps training program.

To meet the needs of our rapidly expanding fleet of aircraft, a large number of technically trained men is needed. There is no reason why soldiers possessing the physical and mental qualifications cannot find themselves a place if they desire.

The Air Corps is full of specialists, for the pilot must have a group of men on the ground who "know their stuff" if he is to take to the air and stay there for the length of time required to accomplish his mission.

To provide for these specialists, the Army has developed training facilities in three great training centers: Chanute Field, Rantoul, Ill.; Lowry Field, Denver, Colo.; and Scott Field, Belleville, Ill.

Each training center has a speciality. The main function at Chanute Field is to train mechanics. From this school men graduate as mechanics, machinists, welders, metal workers, experts for carburetors, electrical systems, propellers and instruments, and radio repair and operation specialists. Link trainer specialists and parachute riggers are also trained there, but the main job is to develop men who can keep the ships ticking.

At Lowry Field, the main job is to train armorers, clerks and photographers while Scott Field specializes in communications, but both give training in a wide variety of other subjects. Training branches are subdivided into many specialized jobs.

World-shaking developments of 1940 made the defense agencies realize that time was at a premium. To train men in greater numbers than possible with the then existing facilities, contracts were made with various civilian aircraft mechanics schools. Chanute Field prescribes the courses to be followed at these civilian schools.

To attend a Technical Aircraft School, only the best men are selected. Those chosen must either be three-year enlistees or high school graduates and be recommended by their Commanding Officer. Applicants are subjected to certain tests to determine mental alertness and mathematical ability. When the candidate clears his preliminaries,

he is placed on an eligibility list to await a vacancy.

Once in the school, the successful candidate gets the breaks. He receives a special allowance for food and quarters, and his military duties are reduced to a minimum. However, his course is man-sized and he must keep plugging to make the grade. For eight hours a day, five days a week, he is in the classroom, laboratory or shop. During the evenings he studies, and on weekends he goes on inspection trips to nearby factories. Sixty-five per cent of his time is spent on practical projects and the remaining time in the classroom.

Of course, the graduate of one of these schools is not an expert mechanic, for seasoned aircraft mechanics who can be trusted with lives of the pilot and crew are not turned out of schools. But the school does impart the information, and the seasoning comes later. At the great air fields, there are many months of work ahead of him under experts before he, too, can qualify as such. School training, nevertheless, is the first major step in becoming a full-fledged Army Aviation Mechanic upon whose speed, skill and dependability rests the safety of the pilot from day to day.

COMMENDATION FOR HAMILTON FIELD

Hamilton Field played host to Major General Henry H. Arnold, Acting Deputy Chief of Staff and Chief of the Air Corps, and Major General J. E. Fickel, commanding the Southwest Air District, on their arrival for an inspection.

The results of the inspection are best reflected in an order subsequently issued by Colonel Michael F. Davis, Post Commander, wherein he stated that the inspecting officers spoke in very complimentary terms of Hamilton Field's high standard of military efficiency, not one derogatory remark being heard from them or any member of the inspecting staff. Expressing his great satisfaction over the loyal and cooperative action of every member of his command, Colonel Davis thanked them for a job well done, and then added:

"Not as a reward for doing a soldier's duty, but in justice to the sacrifice of recreational hours over the weekend, all activities of the Post, except those necessary for the usual guard and fatigue, will be suspended from Wednesday noon, February 19th, until Friday morning, February 21st."

AIR CORPS ENLISTED MEN AMBITIOUS

Addressing a group of women who voluntarily created a recreation center for enlisted men at Maxwell Field, Ala., Col. Albert L. Sneed, Commanding Officer of the Advanced Flying School at that station, stated that, as a whole, Air Corps enlisted men are more interested in obtaining books on mathematics, history, government and military subjects than works of fiction.

"You can know," he said, "what it means to the enlisted men to have such a center - a place where they can spend spare time on the post, where they can indulge in games or sit at a desk and write home on stationery provided for that purpose."

Col. Sneed added that the youths were fairly "eating up" the fiction that had been provided for them, but they seemed even more eager to obtain educational books in order that they might advance their grades. "They are an ambitious lot, and this is a healthy sign," he concluded.

MEDICAL SERVICE DECENTRALIZED

Effective March 1, 1941, every organization of the Sixth Pursuit Wing, Selfridge Field, Mich., hitherto dependent upon the base medical staff for medical attention, was assigned its own medical personnel, in accordance with instruction from Headquarters, GHQ Air Force, Langley Field, Va.

Lieut. Col. R.J. Platt, Wing flight surgeon, is with the Hqrs. and Hqrs. Squadron of the 6th Wing.

First Pursuit Group: Capt. E. J. Tracy, Group Surgeon, with the Hqrs. and Hqrs. Sq.; Capt. I. R. Goldsmith, and 1st Lieut. O. E. Swenson, Squadron medical officers with the 71st and 27th Pursuit Squadrons, respectively.

52nd Pursuit Group: Capt. G.L. Richey, Group Surgeon, with the Hqrs. and Hqrs. Sq.; Capt. L.F. Chervovsky, Group Dental Surgeon; Capt. C.B. Proctor and 1st Lieut. R.B. Nelson, squadron medical officers with the 2nd Pursuit and 4th Pursuit Squadrons, respectively.

31st Pursuit Group: Capt. R. M. Allott, Group Surgeon; 1st Lieut. C.P. Lerner, Assistant Group Surgeon, and Capt. C.G. Jost, Group Dental Surgeon, all with the Hqrs. and Hqrs. Sq.; Capt. J.H. Jewell, 1st Lieuts. M. A. Cassel, and D. C. Kelly, squadron medical officers with the 39th, 40th, and 41st Pursuit Squadrons, respectively.

CHEERING UP THE SOLDIERS FAR AWAY

The new Air Corps base at Anchorage, Alaska, was the recipient of 100 phonograph records, the gift of Miss Connie Boswell, NBC radio and phonograph singing star.

Miss Boswell, realizing that the entertainment and recreation of the men in the north will be limited, expressed the hope that the records (songs by herself and Bing Crosby) would help the boys "with a bit of cheer and a memory, perhaps, of the loved ones they left at home."

Miss Boswell's thoughtfulness is typical of the attitude of many civic and other organizations, who are exerting themselves to provide soldiers in many Air Corps posts with recreational and entertainment facilities they otherwise might not have.

EXAMINATIONS FOR THE WEATHER SERVICE

Technical examinations for promotion to the first three grades in the Air Corps Weather Service will be held within the continental limits of the United States on April 14th, 15th, and 16th, 1941, and as soon thereafter as possible in the insular possessions.

The examination for qualification for Grade 3 will embrace mathematics, physics, meteorology, and weather forecasting; and for qualification for Grades 1 and 2, Army administration and supply, weather station operation and training, meteorology, and weather forecasting.

Detailed information regarding these examinations, including an enumeration of the various texts covering the subjects the examinations will embrace, is contained in Circular No. 41-11, Office of the Chief of the Air Corps, dated February 27, 1941, which has been distributed to all Air Corps stations.

During a recent anti-aircraft mission at El Paso, Texas, one of the airplanes of the 111th Observation Squadron (formerly 36th Division Aviation, Texas National Guard), flew over the large and famous Crucifix which stands atop a mountain overlooking both the United States and Mexico. Upon landing, the passenger in the plane remarked: "That certainly is a beautiful stone statue we saw, Lieutenant, but who is the fellow they have standing in front of the Tee?"

Moffett Field, Calif.:

Second Lieut. Frank M. Martin, son of the Hon. Clarence D. Martin, who served two terms (1932-1940) as Governor of the State of Washington, recently reported for duty at Moffett Field, Calif. Lieut. Martin attended Washington State College and Stanford University, is a member of Sigma Alpha Epsilon, and was active in the Stanford, Calif., Flying Club. The Ex-Governor operates a large flour milling concern at Cheney, Wash., near Spokane.

Sharing the spotlight with a visiting Major General at Moffett Field, Calif., recently, were Mr. and Mrs. Joe E. Brown, whose chief interest was centered on their son, Flying Cadet Don E. Brown, a member of Class 41-E. The Browns watched their son take off on a routine flight and saw the magnitude of the training operations at the field. The general opinion of the famed movie and radio star and his wife, according to those who were fortunate enough to meet them, was "Swell people!"

Randolph Field, Texas:

"Sure, hunting tigers and lions is great sport, but I'd rather be in an airplane high in the sky," declared Morris C. Caldwell, a Flying Cadet at Randolph Field, Texas, the "West Point of the Air." Cadet Caldwell should know, for he used to hunt big game in the wilds of China.

The question arose during the course of a visit to Randolph Field of two high ranking Chinese officials. Caldwell, who talks Chinese well--not to mention English, Japanese, French and Spanish--served as an interpreter for the visitors, who found the English language rather difficult.

The 25-year-old Cadet revealed that he was born at Futsing, China, where his parents, missionaries in that part of the globe for 40 years, are still living. In addition to a residence of 15 years in China, he spent a few years in Japan, where he was a professor on the Nanking University staff.

Today as a Flying Cadet, he is happy over his choice of military service.

Gunter Field, Ala.:

Since January 1, 1941, 354 of the enlisted personnel of this field were ordered to various Air Corps Technical Schools to pursue specialized courses of instruction, viz: 299 men to Chanute Field for the courses in aircraft mechanics, parachute rigging and aircraft metal workers; 35 to Scott Field for the radio course; 5 to Glendale,

Calif., for the sheet metal workers' course; and 15 to Lowry Field for the aircraft armorers' and Air Corps supply and technical clerks' courses.

Maxwell Field, Ala.:

An abnormal preponderance of Andersons in Class SE-41-D is not making the lot of the instructor personnel any easier at the Air Corps Advanced Flying School. There are four by that name, unrelated, in the class of 156 Flying Cadets and to make matters more interesting for all concerned, the first name of two of the quartet is Herbert. Luckily, one of the duo of Herberts has the middle name of King which makes differentiation a bit easier.

The Anderson quartet consists of Herbert, of Denver, Colo.; Herbert K., of Indian Head, Md.; Lewis A., of Newark, N.J.; and Donald R., of Augusta, Me. The class in which they are enrolled is scheduled to graduate on May 29.

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BUSINESS MEN VISIT MITCHEL FIELD

On successive Friday evenings, recently, Mitchel Field played host to 350 businessmen from the New York metropolitan area who sought to assimilate some information regarding their rapidly expanding air base.

On both evenings the visitors listened to a series of three lectures, lasting from 5:30 to 7:30 p.m. and then were served dinner at the air base mess. The first two lectures were of 30 minutes duration and the third consumed 40 minutes. Judging from the letters subsequently received by the various speakers, it would seem that the lectures were both profitable and enjoyable.

On the first Friday evening, Maj. Malone spoke on "Organization and Tactics of the GHQ Air Force," Capt. Ruestow on "Maintenance of GHQ A. F. Airplanes," and Capt. Smith on "Weather Service of the Air Corps." On the succeeding Friday, Maj. Douglas lectured on the "Organization of the Royal Air Force and Operation of the Coastal Command," Lieut. Colonel Moffat on "The Fighter Command of the Royal Air Force," and Maj. Saville on "Our Own Air Defense Problem."

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Among the names of officers recently nominated by the President for promotion to Brig. General were those of Cols. Howard C. Davidson, Hickam Field, T.H.; Ralph Royce, Ft. Douglas, Utah; Wm. O. Ryan, Ft. Shafter, T.H., and Jos. T. McNarney, Gen. Staff.

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P E R S O N N E L

PROMOTION OF AIR CORPS OFFICERS

War Department Special Orders, recently issued, announced the temporary appointments in the Air Corps of the following-named officers, with rank as indicated:

To Colonel, with rank from February 14, 1941
Lieut. Colonel George S. Warren

Lieut. Colonel to Colonel, with rank from March 15, 1941

Early E.W.Duncan	Ross F. Cole
William D. Wheeler	George P. Johnson
Armin F. Herold	Clyde V. Finter
Charles A. Pursley	Douglas Johnston
George L. Usher	Lawrence P. Hickey
Joseph H. Davidson	Shiras A. Blair
Paul J. Mathis	Lowell H. Smith
Gilbert T. Collar	Edwin J. House
Benjamin F. Giles	Ray A. Dunn
Edward C. Black	Frederick F. Christine
Robert Kauch	Earl S. Schofield

Major to Lieut. Colonel
With rank from February 14, 1941

William C. Farnum

With rank from March 15, 1941

William Turnbull	Dale V. Gaffney
Joseph W. Benson	Kenneth B. Wolfe
Frederick D. Lynch	John V. Hart
James A. Woodruff	Richard H. Magee
Lester J. Maitland	Henry H. Reily
William W. Welsh	Donald D. FitzGerald
Arthur I. Ennis	Austin W. Martenstein
Caleb V. Haynes	Edwin B. Bobzien
Harold A. Bartron	John D. Corkille
John F. Whiteley	Levi L. Beery
Guy L. McNeil	Carlton F. Bond
Clarence P. Talbot	John De F. Barker
Alfred L. Jewett	Warren R. Carter
Louie C. Mallory	Thad V. Foster
Lewis S. Webster	Harold A. McGinnis
Roy W. Camblin	Harry A. Halverson
Winfield S. Hamlin	Charles T. Skow
Robert T. Zane	Morton H. McKinnon
LeRoy A. Walhall	Elmer E. Adler
Lucas V. Beau, Jr.	Walter B. Hough
Newman R. Laughinghouse	William M. Lanagan
James M. Gillespie	George P. Tourtellot
Frederick von H. Kimble	George H. Beverley
William J. Hanlon	Walter K. Burgess
Howard A. Craig	Paul C. Wilkins
David R. Stinson	Norman D. Brophy
Joseph T. Morris	Raymond Morrison
William R. Sweeley	Wallace G. Smith
George A. McHenry	Charles A. Horn
Carlyle H. Ridenour	Byron E. Gates
Bennett E. Meyers	William L. Boyd
Paul H. Prentiss	Delmar H. Dunton
Warren A. Maxwell	Orvil A. Anderson
Frederick M. Hopkins, Jr.	Emile T. Kennedy
Leonard D. Weddington	Hugh C. Downey
Edward M. Powers	George W. Goddard
Paul E. Burrows	Guy Kirksey
George H. Brown	Thomas H. Chapman
Elmer D. Perrin	Angier H. Foster

With rank from March 21, 1941

Charles M. Cummings

Captain to Major

With rank from March 15, 1941

George W. Hansen	William M. Morgan
Minton W. Kaye	Richard I. Dugan
Aubry L. Moore	Edwin M. Day
Ronald R. Walker	Jack W. Wood
Lloyd H. Tull	James H. Wallace
Francis M. Zeigler	Don Z. Zimmerman
Frederic E. Glantzberg	Frederick R. Dent, Jr.
Eugene H. Rice	Harold H. Bassett
Leland S. Stranathan	Howard Moore
Ernest K. Warburton	Harry G. Montgomery, Jr.
LeRoy Hudson	Roger J. Browne
Roland O. S. Akre	Joseph J. Ladd
Paul E. Shanahan	Clayton E. Hughes
Roger V. Williams	Thomas L. Bryan, Jr.
Frederick A. Fillet	Harold Q. Huglin
William H. McArthur	Charles Sommers
Reginald Heber	John C. Horton
Homer L. Sanders	Marshall S. Roth
Draper F. Henry	Rudolph Fink
Robert D. Johnston	Sidney A. Ofsthun
Walter R. Agee	William E. Hall
Hansford W. Pennington	Frederic H. Smith, Jr.
Guy F. Hix	Donald J. Keirn
Murray C. Woodbury	Dwight B. Schanep
Paul B. Wurtsmith	John J. O'Hara, Jr.
William A.R. Robertson	Emery S. Wetzel
Robert E.L. Choate	William E. Karnes
Edwin R. French	William G. Bowyer
John W. Persons	Ezekiel W. Napier
William C. Bentley, Jr.	Thomas B. McDonald
Sam W. Cheyney	Charles T. Arnett
Max H. Warren	Melie J. Coutlee
Edwin L. Tucker	Thomas J. DuBose
Ralph Rhudy	Daniel C. Doubleday
Isaac W. Ott	Jerald W. McCoy
Edward H. Underhill	Pearl H. Robey
Trenholm J. Meyer	Charles G. Williamson
John J. Keough	George P. Moody
William H. Maverick	John N. Stono
William P. Sloan	Phineas K. Morrill, Jr.
George F. Kinzie	Thomas R. Lynch
Albert Boyd	George E. Price
James W. McCauley	Richard C. Lindsay
Edward H. Alexander	John G. Fowler
Frank A. Armstrong, Jr.	John L. Nedwed
William A. Matheny	Fred S. Stocks
John P. Kenny	Paul T. Cullen
Reginald F.C. Vance	George G. Northrup
Lambert S. Callaway	Thomas S. Power
William L. Lee	Lloyd H. Watnee
Davis D. Graves	Philip D. Coates
Haywood S. Hansell, Jr.	Talma W. Inlay
William T. Colman	John H. Bundy
Paul M. Jacobs	Mills S. Savage
Dudley D. Hale	Harold W. Bowman
Herbert L. Grills	Lorry N. Tindal
Benjamin S. Kelsey	Merlin I. Carter
Thomas L. Mosley	John W. Sessmus, Jr.
Raymond L. Winn	Charles K. Moore
Leonard F. Harman	Austin A. Straubel
Kingston E. Tibbets	Wycliffe E. Steele
Richard H. Lee	Roy H. Lynn
Robert W. Stewart	Robert B. Davenport
Lewis R. Parker	Donald L. Putt

With rank from March 21, 1941

Stanley K. Robinson

Willard R. Shephard

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APRIL

P E R S O N N E L

William Ball
Carl R. Storrie
Merrill D. Burnside
Holingsworth F. Gregory
Eugene H. Beebe
Harold W. Grant
Kenneth A. Rogers
Reuben C. Hood, Jr.
Leslie O. Peterson
Irving R. Selby
Floyd B. Wood
Theodore M. Bolen
Norman D. Sillin
Flint Garrison, Jr.
James L. Jackson
Chester P. Gilger
Hugh A. Parker
Thomas D. Ferguson
Thomas L. Thurlow
William B. Offutt
John H. Fite
James A. Ronin
Norman B. Olsen
Curtis E. Lemay
Kenneth R. Crosher
Stuart P. Wright
William C. Dolan
Ivan L. Farman
William A. Schulgen
Daniel B. White
Donald H. Baxter
Roy T. Wright
Edward W. Anderson
John C. Covington
Winslow C. Morse
Casper F. West
William L. Kennedy
Jesse Auton
John P. Ryan

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WAR DEPARTMENT SPECIAL ORDERS

Changes of Station

To Atlanta, Ga.: 2nd Lieut. John P. Breckinridge, from Panama Canal Dept.

To Augusta, Ga.: Maj. Dixon M. Allison, from Savannah Air Base, Ga.

To Baltimore, Md.: Col. Wm. C. Ocker, from Savannah Air Base, Ga., for duty at Hqrs. 3d Corps Area.

To Bangor, Me.: Lieut. Colonel Ulysses G. Jones, from Mitchel Field, N.Y.; Colonel Carl W. Connell, from Puerto Rican Department.

To Benning, Fort, Ga.: Maj. Reuben Kyle, Jr., relieved from duty with 97th Observation Sqn. and assigned as instructor at the Infantry School at that Station.

To Boise, Idaho: Capt. Anton A. Yotz, from McChord Field, Wash.

To Bolling Field, D.C.: Lieut. Colonel Ralph B. Walker, from Randolph Field, Texas.

To Bowman Field, Ky.: Lieut. Colonel Homer B. Chandler, from Langley Field, Va.: Lieut. Colonel Younger A. Pitts, from Savannah Air Base, Ga.

To Brady, Texas: Capt. Harold A. Gunn and 1st Lieut. James B. Tipton, from Dallas Aviation School, for duty with Air Corps Training Detachment.

To Brooks Field, Texas: 1st Lieut. Howard M. Means, from Fort Knox, Ky.; Franklin E. Schroedel and McClellan F. Stunkard, from Fort Benning, Ga.

To Charlotte, N.C.: Maj. Roland Birn, from Langley Field, Va.; Maj. Waldine W. Messmore, from Drew Field, Fla.; Capt. Harry R. Melton, Jr., from MacDill Field, Fla.; Capt. Mitchell P. Borden, from Langley Field, Va.

To Dayton, Ohio: Capt. Charles W. King, from Office Chief of the Air Corps, Washington, D.C.; Maj. William R. Lyon, from Office of the Chief of the Air Corps, to duty with Central Air Corps Procurement District.

To Baton Rouge, La.: Lieut. Colonel Leonidas L. Koontz, from Selfridge Field; Lieut. Colonel Lothrop A. Smith, from March Field, Calif.

To Detroit, Mich.: Capt. Edward H. Bowman; from Office, Chief of the Air Corps, Washington, D.C.

To Eglin Field, Fla.: Colonel Donald P. Muse, from duty at Infantry School, Fort Benning, Ga.

To Ellington Field, Houston, Texas: Maj. John P. Kenny and Capt. Wm. M. Garland, from Kelly Field, Texas.

To Elmendorf Field, Alaska: Capt. Wilson H. Neal, from Ladd Field, Alaska.

To Fresno, Calif.: Lieut. Colonel Samuel G. Frierson, from March Field, Calif.; 1st Lieut. Alexander W. Bryant, from Hamilton Field, Calif.

To George Wright, Fort, Wash.: 1st Lieut. Horace D. Aynesworth, from Hamilton Field, Calif.

To Governors Island, N.Y.: 2nd Lieut. John I. Devine, from the Philippines, for duty at Hqrs. 2nd Corps Area.

To Hawaiian Department: Capts. Roland O.S. Akre, Paul W. Blanchard, Jr., Wm. R. Clingerman, Jr. and Morton D. Magoffin, from Selfridge Field, Mich.; Andrew Meulenbergh and Kingston E. Tibbets, from Langley Field, Va.; George R. Geer, from Mitchel Field, N.Y.; Wm. J. Holzapfel, from Maxwell Field, Ala., and 1st Lieut. James L. McBride, Jr., from Randolph Field, Texas.

To Jefferson Barracks, Mo.: Capt. Merlin I. Carter, from Chanute Field, Ill.

To Kelly Field, Texas: Capt. Donald N. Wackwitz, from Panama Canal Department.

To London, Eng.: Maj. Milton M. Turner, from Municipal Airport, Memphis, Tenn., for duty as Asst. Military Attache.

To Macon, Ga.: Maj. Donald D. Fitzgerald, from Maxwell Field, Ala.

To Manchester, N.H.: Lieut. Colonel John I. Moore, from Langley Field; Maj. Milton J. Smith, from Mitchel Field, N.Y.

To March Field, Calif.: Capts. Ralph J. Bradley and Billy G. Dilworth, Jr., from Brooks Field, Tex.

To Maxwell Field, Ala.: Lieut. Colonel James M. Grisham, from Barksdale Field, La., detailed in Inspector General's Department.

To Mitchel Field, N.Y.: 2nd Lieut. John G. Grier, from Maxwell Field, Ala.

To Moffett Field, Calif.: Maj. Kenneth P. McNaughton, from Glendale, Calif.

To New Orleans, La.: Lieut. Colonel Clarence H. Welch and Maj. Richard W. Gibson, from Mitchel Field, N.Y.; Capt. William H. McArthur, from Langley Field, Va.

To Ogden Air Depot, Utah: 1st Lieut. Fred M. Adams, from Sacramento Air Depot, Calif.

To Oklahoma City, Okla.: Col. Ross G. Hoyt, and

PERSONNEL

Maj. Harold G. Peterson, from March Field, Calif.;
Maj. William C. Lewis, from Savannah, Ga.

To Ontario, Calif.: 1st Lieut. John C. Habocker,
from Moffett Field, Calif.

To Panama Canal Department: 1st Lieut. Robert R.
Gideon, Jr., from Randolph Field, Texas; 1st Lieut.
Louis E. Coira, Jr., from Kelly Field, Texas; Capt.
Dudley D. Hale, from Orlando, Fla.; Lieut. Colonel
Edmund P. Gaines, from Aberdeen Proving Ground, Md.

To Patterson Field, Ohio: Col. Henry J.F. Miller
from Duncan Field, Texas, for duty with Provisional
Air Corps Maintenance Command; Lieut. Colonel
Clifford C. Nutt, from Wright Field, Ohio; Capt.
Max H. Warren, from San Antonio Air Depot, Duncan
Field, Texas; Capt. John C. Gordon, from duty with
Organized Reserves, Chicago, Ill.

To the Philippine Department: Brig. General Henry
B. Clagett, from Selfridge Field, Mich.; Capt. Paul
H. Dellinger, from Randolph Field, Tex.; 1st Lieut.
Thomas J.J. Christian, Jr., from Randolph Field,
Texas.

To Polk, Camp, La.: Capt. Joseph E. Barzynski,
Jr., from Fort Benning, Ga.

To Puerto Rican Department: Maj. Herbert E. Rice,
from Langley Field, Va., 2nd Lieut. Elmer A. Dixon,
from Fort Sill, Okla.

To Randolph Field, Texas: Lieut. Colonel Wm. M.
Lanagan, from Bolling Field, D.C.; Lieut. Colonel
Charles H. Dowman, detailed in Inspector General's
Department.

To San Angelo, Texas: 1st Lieut. Nicholas H.
Chavasse, from Randolph Field, Texas.

To Savannah, Ga.: Capt. Arno H. Luehman, from
Hawaiian Department.

To Selfridge Field, Mich.: 2nd Lieuts. James D.
Mayden and John W. Weltman, from Panama Canal
Department; 1st Lieut. Ira F. Wintermute, from
Hawaiian Department.

To Stockton, Calif.: 1st Lieut. James D. Berry,
from Panama Canal Department.

To Victoria, Texas: Lieut. Colonel Warren R.
Carter, from Office, Chief of the Air Corps, Wash-
ington, D.C.

To Washington, D.C.: Col. Rosenham Beam; relieved
from Inspector General's Department and assigned
to General Headquarters Air Force; Maj. James C.
Shively; Maj. Charles P. Cabell, from Wright Field;
Lieut. Colonel Emil C. Kiel, relieved from detail
as member of War Department General Staff, both
assigned to duty in Office of the Chief of the Air
Corps; Capt. Draper F. Henry, from MacDill Field,
Fla.

To Wayne, Fort, Indiana: Lieut. Colonel Peter E.
Skanse, from Selfridge Field, Mich.

To Westover Field, Mass.: Maj. Walter E. Todd,
from Randolph Field, Texas; Capt. Samuel C. Mit-
chell, from Mitchel Field, N.Y.

To Wright Field, Ohio: Capt. Malcolm C. Durbin,
from Office of the Chief of the Air Corps, Wash.;
Capt. John B. Rogers, from Maxwell Field, Ala.

Promotions

To Lieut. Colonel: Lieut. Colonel (temp.) Aubrey
Hornsby, from April 4, 1941.

Appointment of Warrant Officers

Master Sgt. John H. MacKenzie, March Field, Calif.
from March 11, 1941.

Master Sgt. Fred C. Brockhausen, Langley Field,
Va., from March 4, 1941.

Master Sgt. Lemuel T. Payne, Kelly Field, Texas,
from March 22, 1941.

Master Sgt. Robert Miller, Fort Douglas, Utah,
from March 22, 1941.

Master Sgt. David L. Fredenberg, Fort Douglas,
Utah, from April 1, 1941.

Master Sgt. William L. Jones, from April 1, 1941.

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Three officers from the Cuban Army have been de-
tailed for duty with the 154th Observation Squadron
at Post Field, Fort Sill, Okla., namely, Capt. Fer-
nando P.dbl Vale, Lieuts. Efraim Hernandez D'Abrigeon
and Roberto Henderson Y'Bonanzilla. These flying
officers are receiving additional training in Obser-
vation Aviation following the completion of their
training at Randolph and Kelly Fields, Texas.

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COLOMBIAN OFFICERS VISIT THE CANAL

A further forward step in hemisphere solidarity was
accomplished on March 17th, when Major General Frank
M. Andrews, Commanding General of the Panama Canal
Department Air Force, and Colonel Arthur B. McDaniel,
flew to Bogota, Colombia, and returned the next day
with three high ranking officers of the Colombian
Army, namely, Generals Carlos Venegas, Sec'y General
of the Colombian Ministry of War; Pablo y Lopez, Asst.
Chief of Staff of the Colombian Army; and Domingo
Espinel, a Brigade Commander, together with Captain
Roldan, Chief Signal Officer of the Colombian Army.

The visitors were entertained that evening by General
and Mrs. Van Voorhis at a supper party given at
their quarters at Quarry Heights, followed by an air-
craft and searchlight drill in their honor.

A 17-gun salute greeted the visitors upon their ar-
rival at Albrook Field, where they inspected the
Guard of Honor, under the command of Lieut. Ernest
H. Powell, Air Corps. As an appropriate courtesy, a
band played the Colombian National Anthem.

The program of inspections on March 20th was initi-
ated by an official call on General Van Voorhis at
Quarry Heights, where the visitors were received by
the prescribed salute and guard of honor of the mili-
tary police company. The party then visited the
Panama Mobile Force and witnessed a pack artillery de-
monstration and inspected troop shelters and kitchens,
an artillery battery position, communications instal-
lations, and typical weapon types.

A special bombing demonstration, under the command
of Brig. General Douglas B. Netherwood, was arranged
for the visitors early on March 21st. From a vantage
point on the crest of Perico Island, near Fort Amador,
they witnessed a convincing test of mass bombing tac-
tics on an area target close by.

The next day the visiting officers were flown to
France Field by General Netherwood, and on the 24th
they were flown back to Bogota.

Accompanying General Andrews and Colonel McDaniel
on the flight of March 17th and 18th were: 1st Lieut.
H.S. Williams, Jr., Aide to General Andrews; Capt.
M.F. Stalder, Aide to General Netherwood; 2nd Lieuts.
John P. Proctor, Eugene H. Berkenkamp, David N. Reay,
Tech. Sgts. Frank C. Thomas, Henry W. Pike, Staff
Sgts. John W. McInvale, Sgt. John E. Fritz, Pvt. 1st
Cl. Styles N. Mills and Pvt. Frederick H. Lenigan.

The return flight was under the command of Captain
Stalder, accompanied by nine Air Corps officers and
four noncommissioned officers.

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MERCY FLYER RESCUES SELF

At Albrook Field, Panama Canal Zone, an outstanding news item of interest was the thrilling experience of Maj. Russell E. Randall, who on March 21st was obliged to bail out of his airplane when on a routine training flight.

It was less than a fortnight ago that Maj. Randall was widely publicized for his participation in a mercy mission when he flew 125 miles to the interior to ferry to Panama for hospitalization a seriously ill, 14-year old girl stricken with malaria, no other fast transportation being available.

This was not the first time Maj. Randall participated in mercy missions. Several weeks ago, he rescued some officers who were lost off the Chepo River. About six months ago he flew physicians to the Perlas Islands, off the coast of Panama to treat a native who had blown his finger off, and two months prior to that time he flew to Managua, Nicaragua, to fly to San Jose, Costa Rica, for treatment of a man who had a serious leg infection. The time element was important and the man's life was saved. About a year and a half ago, he rescued Lieut. Van Sladen, who had bailed out in a storm two miles offshore.

This time Maj. Randall was the beneficiary. When he failed to return from his flight, an alarm immediately was sent out and every possible effort was made to locate him. Every available airplane on the Pacific side of the Canal participated in an aerial search, and the Panama Mobile Force despatched a searching party which plowed through the jungles and located the parachute. In this latter rescuing party was Maj. Joseph P. Cleland, G. S. C., who was Maj. Randall's room-mate at West Point.

Sought Gunnery Ranges

Maj. Randall's mission on March 21 was to look for gunnery ranges. Taking off from Albrook Field, he looked over several possible areas. He then started for Madden Dam to examine a field about two miles southwest of it, but when about three or four miles of his destination, his motor quit very suddenly. "I was at an altitude of approximately 2,300 feet over the jungle," he stated, "and stayed with the airplane until about 1,500 feet, when I was sure I could not possibly make a safe landing.

"I opened the side door of the plane

and crawled out on the left wing, holding the stick with my right hand and keeping the ship fairly level, and with my left hand grasping the flying wires to the left wing. The air pressure was terrific and, just as I was about to push off the wing, the air force threw me backward and I started to tumble towards the ground. I reached for the rip cord, but, not finding it, looked down at my chest, saw the yellow handle and immediately yanked it open. I felt a terrific jerk, and then something hit me on the chin and knocked me unconscious.

"I came to at approximately 500 feet over the jungle and found myself descending rapidly towards the trees. I can remember feeling of my chin to see if it was all there. My goggles had been ripped away and I was hanging well forward into the chute straps. I tried to grasp the shroud lines to lift myself towards the seat of the chute, but did not have strength enough.

"Realizing I was about to hit into some tall trees, I prepared to grab the first limb within reach. Some air current shipped me around and down into a clump of trees. The first limb that went by broke off just as my hands pulled through it. This slackened my fall, so that when I again fell free, I was apparently some place between the chute straps and the chute proper, which had then draped itself over the top of the tree, and I was somersaulted before coming to rest about 12 feet from the trunk and about 50 feet off the ground.

"After calming down and looking the situation over, I got hold of a small vine and used it to give me a swinging motion towards the tree trunk. Eventually I dragged myself over to the trunk of the tree, unfastened one leg strap and buckled it around the tree to hold me in that position. With great difficulty, I managed to open the back of the chute pad to get out the tubes of quinine, iodine, and matches, the container with fishhooks, the can containing two rations, the small bolo knife, and a compass. There was also a mosquito head netting and cloth sling. I stuffed the small articles into my coveralls pocket and the larger articles inside the vest of my coveralls.

"Just about that time, a severe gust of wind rocked the tree. I lost my balance and fell upside down, dropping all of the equipment out of the inside of my coveralls, and causing no end of

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profanity to be spread around the jungle. Unfastening the other parachute strap I slid down the tree, which had a very pronounced slope and was very slick.

"The ground was heavily matted with jungle bushes well over my head. My search for the dropped articles resulted in the recovery of the bolo knife and the emergency ration. I then stopped to consider what direction I was to head out in. Still wearing my life belt, I decided to keep it in case I had any deep water to contend with. My hands were severely scratched from dragging into the tree-tops. In the absence of bandages, I used my handkerchief around my left hand to keep some of the cuts from possible infection.

"Heading in a westerly direction I hoped it would bring me to the clearing area in the vicinity of Madden Dam, but it was impossible to maintain any direction, the jungle being so thick that I was constantly changing directions for long periods at a time.

"As I started out through the thick mass of underbrush, the thing uppermost in my mind was to be on the watch for snakes, as I had heard there were many poisonous ones in the jungle. Not long after starting, with vines grabbing onto my legs, around my chest and head, I heard a very sharp hissing noise, which apparently came directly in front of me. I lurched backward, swinging my bolo knife, when I felt something squeezing me around the waist.

"It took two or three seconds to realize that a vine had hooked onto the release mechanism on my water jacket and the carbon monoxide cartridge had opened, filling my left belt with air. The reaction from this caused me to sit down in the weeds and have a good laugh.

"This episode did not improve my mental condition relative to snakes. I continued on through the heavy growth of vegetation. At times it was necessary to make my way on my hands and knees and to crawl over and under and around broken and fallen-down trees. I was perspiring profusely and my flying suit was completely saturated. Finally, I fell down a steep slope, at the bottom of which a small creek was running.

"With complete disregard for any possible germs, I absorbed a considerable amount of water from this creek and bathed my head and face. The heat was tremendous, and it seemed as if no

breath of air was coming into this part of the jungle.

"After a short rest, I started down this narrow creek bed which was as slow and impassable as some of the distance I had already covered. About half an hour later I came across what seemed to be a partial trail leading across the creek. I decided to try and follow this poorly marked trail in the hope it would take me towards habitation, especially since it started in a westerly direction.

"Reaching a portion of vegetation less dense, the trail disappeared. After walking around this small area of high weeds, I was unable to find even the place by which I had entered.

"Determining to take another compass course of West and continuing through the underbrush, I had my most difficult time during the next hour. The undergrowth was so thick that I could move neither forward nor backward. All sorts of vines and thorn bushes wrapped around me no matter which way I turned. At several points during this period, I became quite panicky from sheer exhaustion and not being able to move. At one time I fell down and decided to stay there until I was calm enough to figure a way out.

"Eventually I got out of this thick mass, mostly by crawling close to the ground, and later came down a steep slope where I found another creek bed. This time I determined to follow the creek bed regardless of its direction. I continued down stream until it was approximately six o'clock, but covered very little distance, due to the heavy growth of trees and many fallen trees across this narrow bed.

"Reaching a partially open spot, where there were some pools of water about two or three feet deep, I decided to camp for the night. I immediately stripped off all my clothes, placed all my belongings on a huge tree trunk which had fallen across the stream, built a fire, using the matches in the emergency kit, and then gathered dead wood for what I thought would last through the night. I placed to one side a goodly quantity of dried out palm leaves to give a bright fire in case airplanes passed overhead.

"Thoroughly exhausted, I lay down in the stream bed for about thirty minutes until darkness, and commenced to feel much better. The water was moving fairly rapidly and I drank with no hesitation. Inflating the life vest, I used it as a pillow and lay down by the fire

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with the full intention of trying to get some sleep, but the night passed with no sleep. I was bitten several times by mosquitoes, although they were not unusually thick, but quantities of ants proceeded to crawl up the legs of my flying suit, which proved very annoying. Furthermore, all through the night animals would come rolling down the slope of the hill towards the river bed with great crashing noises. When I thought they were getting too close, and not knowing what types they were, I would sit up and let out a war whoop to attempt to scare anything off that might have been dangerous. Those eleven hours of darkness were practically the longest I have ever spent, due to all the weird noises, the screeching of birds and the fear of snakes which might have used me for a bed-fellow.

"At about 8 p.m., I saw the lights of an airplane flying directly overhead, whereupon I immediately threw on a load of dry palm leaves to make a bright fire. The plane continued, however, and apparently did not see me. It was a helpful thought, however, to know that someone was looking in the neighborhood where I was.

"I previously tried to get the food out of the emergency ration without success. The key on the can broke in two the first attempt to remove it, and I had to resort to my machete. This took considerable time and the contents of dried chocolate were falling out in crumbs during the process. When I did get to a small hunk of chocolate, it was so dry and unpalatable that I could not swallow it.

"When daylight finally came, I took another bath in the stream, donned my flying suit and continued my way. Forcing myself on hands and knees underneath some fallen logs over the creek, I suddenly came face to face with two bright green eyes staring out of a reptilian head. I drew back quickly, only to receive a swift blow on the back of the head from the log under which I was crawling. My eyes then rested on a two-foot lizard which was coiled around the same tree. Apparently he was as scared as I was, and both of us must have been calling each other names. I had to hit him with the machete to make him move.

"With my peace of mind hardly improved, I continued to look for snakes constantly. I visualized everything from water moccasons to boa constrictors, but did not see one in the whole trip. As I stumbled down the creek, my feet

became so tired that I literally had no control over them. I have since made up my mind that I should have rested more often, taken the trip with a little more ease and enjoyed the sight-seeing.

"Leaving the river bed upon arriving at a small clearing, it was about 15 minutes later when a well pronounced trail came to view which led me to a wagon path. Knowing then that I was well on the way to some habitation, my only worry was to get there as quickly as possible so as to call off the many airplanes which had been circling overhead all day.

"At about nine o'clock I reached a hut, where three small Panamanian boys told me I was four hours' walking distance from the nearest highway. In my exhausted condition, that seemed to me to be the end. I questioned them in broken Spanish, mixed with much French and a few words of profanity, to make certain there was no other way to habitation. They gave me a drink of water, and I stumbled on down the road. The condition of my feet, with many pebbles lodging continuously in my shoes, seemed to be in no condition to start on what promised to be a long hot walk. I covered about ten miles of trail before reaching a river, called the Rio Grande, I believe. I was so hot and tired that I stripped my clothes off and fell in the stream.

"I lay there for approximately 15 minutes, never appreciating before how good water could feel. After dressing and proceeding on my way, I came upon a small Panamanian hut, where I again tried to secure some means of transportation. At a neighboring hut, the family found a donkey, upon which I was to ride the remaining six miles to Rio Abajo. This was probably the hardest riding I have ever done. The wooden saddle was exceedingly uncomfortable. A young Panamanian boy followed me on foot, and every time he beat the donkey with a stick and it jumped forward, it seemed as though my back had broken. I consoled myself with the thought that the former captives of Ghengis Khan, who were carried away on horses, must have been feeling a lot worse and, therefore, why should I complain?

"This ride lasted from 12:30 until about 2:00 p.m., when we reached the highway near Juan Diaz. Endeavoring to get out of the saddle, the best I could do was to fall out in the middle of the road. A passing car, driven by

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Mrs. Wickens, of Pedro Miguel, stopped and I proceeded to borrow some money from her to pay for my donkey ride. She took me to the telegraph office at Juan Diaz, where I notified Maj. R.D. Prescott, of the Panama Telephone Company, who stated he would relay to Albrook Field the message that I was safe and returning by automobile. I reached Albrook Field about 2:45 p.m.

"As I rode up the hill to my quarters, one youthful Army brat looked at me in

amazement and queried: 'All in one piece?' Somebody answered: 'Yes,' and the youngster remarked; 'Jake.'

"My second in command at Chateau Randall, Mrs. Randall to you, met me at the door and, with the nonchalance typical of an Army flyer's wife, greeted me with: 'Well, Russ, this is a fine time for you to come in!' With complete confidence, I replied: 'Well, Mart, this time I have a good excuse.'"

RADIO

THE FLYING CADETS COMPETE

Something new in form of quiz show is now on the air for the entertainment of listeners in the Lone Star State and neighboring States.

Flying Cadets of Randolph Field, Texas, gather around the microphone each Sunday night for a 30-minute program of their own. Radio Station WOAI, of San Antonio, started the show and is releasing it through the Texas Quality Network, which also has strong stations at Houston, Dallas and Fort Worth, among other Texas cities.

Two programs have been held thus far, and 12 more are scheduled for the current series. A hook-up with one of the national chains is under consideration.

Four Cadets from the East Side flying line compete against a similar number from the West Side flying line. Each takes his turn at asking a question which may be answered by any member of the opposition team. Enough time is available to allow two questions for each Cadet.

A master of ceremonies is in charge, while three judges determine the winner of the team prize. The Cadet answering the most questions receives a bonus, and every time a Cadet gives a 100% correct answer he reaches into a grab bag for one of a number of special prizes sent in by fans in radio-land.

A special chorus of at least 20 voices also lends a high touch to the program.

The question part of the program--"THE FLYING CADETS COMPETE" is unrehearsed.

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RANDOLPH "HAMS" BOIL WITH INTEREST

Since 2nd Lieut. Aaron T. Williams assumed the duties of assistant post

communications officer at Randolph Field, a new wave of enthusiasm has struck the radio operators on duty there.

Lieut. Williams has a background which gained the respect of every enlisted man in the communications department. A radio operator since 1926, his wireless operator's license is signed by the Hon. Herbert Hoover, who was then Secretary of Commerce.

For better than four years, Lieut. Williams was transmission engineer for the American Telephone and Telegraph Company. Later he became a radio engineer for the National Broadcasting Company.

After serving as an enlisted man for 19 months, he left the Army to continue further studies at Columbia University. His active duty orders are for one year.

Since his arrival at Randolph Field, the operators have met with keen "CW" competition and, as a result, have set his speed, which lies between 50 and 60 W.P.M., as their goal. By his admission, however, Lieut. Williams is really a "Ham" at heart.

Post Field, Fort Sill, Okla., was on the radio on March 23d. A very excellent program, which received many compliments, was executed under the supervision of the Fort Sill Public Relations Section. Officers and enlisted men who were interviewed on the program were Lieut. Colonel Ira R. Koenig, 2nd Lieut. Jack C. Davis, Master Sgt. Clarence M. Maricle and Pvt. Ralph P. Snyder. These interviews were very interesting in that Col. Koenig received his first recruit training from Master Sgt. Maricle. Lieut. Davis is an Oklahoma boy who returned to his home State as an officer in the Air Corps, and Pvt. Snyder is one of the new Selectees assigned to the 3rd Barrage Balloon Squadron.

V-8819, A.C.

"OLD LINE" LIFE INSURANCE

By Maj. Waddell F. Smith, Air Corps,
Military Personnel Division, O.C.A.C.

What is an "Old Line" life insurance company? What is meant by "legal reserve," a "stock company" and a "mutual company?" These points are most generally understood but explanation should be of interest.

"Old Line" is simply a popular name for "Legal Reserve," therefore they are synonymous, and any future reference to "Legal Reserve" insurance will also mean "Old Line" insurance. Any life insurance company which is chartered to do business as a legal reserve company must set aside the legally required reserve which is established by law as being required to make each policy financially secure. The reserve is nothing when a policy is issued, but it increases yearly as the policy increases in age and the increase is effected by impounding a part of the premium each year and investing and compounding it. The legal reserve (cash value) of an Ordinary Life policy must continually increase until at the age of 96 the reserve will equal the face amount of the policy. The mortality table runs out at the age of 96; therefore, any persons insured who are living at age 96 are paid the face amount of their policies. An Ordinary Life policy is, therefore, an Endowment at 96.

The amount of legal reserve must be continually increased even after a policy becomes paid up. A twenty payment life policy issued at age 20 is paid up at age 40, with a reserve value at 40 of approximately \$460 per \$1,000 of insurance. After age 40 the reserve continues to increase, not from premiums but from interest earned and compounded on the reserve itself. The reserve on an endowment policy must be increased as rapidly as the age of the endowment increases. At maturity of an endowment the reserve must equal the face amount of the policy in order to pay the face amount in cash. From the foregoing it can be seen that every life insurance policy in force on the books of a company has an individually ascertainable reserve based on the age of the insured at date of issue of the policy, age of the policy after issue, type of policy, such as Ordinary Life, 20 Payment Life, or Endowment.

In perusing the financial statement of a legal reserve life insurance company, the item listed under Liabilities as "legal reserve to protect the policy-

holders" is an amount equal to the sum total of each individually calculated reserve on each policy, for that year.

Legal reserve is of interest to policyholders in two ways. First, if every policyholder of a legal reserve life insurance company decided on the same day to surrender his policy for cash, then the legal reserve held by the company would be just the required amount to pay off every policyholder. Second, if a legal reserve life insurance company should cease doing business, then the legal reserve, which the various states can control, would be sufficient to pay all death claims as they occur and pay all endowments as they mature, provided those insured continue payment of their premiums. All legal reserve funds are invested in state approved securities and at any time that a company is considered near to insecurity, the state in which it is incorporated can compel it to cease selling new insurance. The legally required reserve of course is adequate protection for the policyholders and if the state should deem it necessary to protect the policyholders, the entire legal reserve and the policyholders may be transferred to another company for management or merger.

In buying commercial insurance it is important to ascertain the rating of the company. All of the major insurance companies have now and have continuously had top ratings for years. Each company is rerated every year. These ratings may be obtained from the National Underwriter Company, Cincinnati, Ohio, or Alfred M. Best and Company, New York, N.Y. or your insurance agent. These institutions rate insurance companies just as Dunn and Bradstreet rate the credit of business concerns.

The legal reserve life insurance companies are divided into two classes, "stock companies" and "mutuals." Both types by law establish the legally required reserves to protect policyholders. The difference is that the rates of stock companies are fixed at the lowest possible level and no dividends are paid to policyholders. The mutual company's rates are usually higher than the stock company rates, but the mutual companies refund this excess charge as a dividend to the policyholder and the amount of dividend is dependent on mortality savings, administration cost, and interest earnings.

Originally, life insurance companies would issue a policy only when an applicant was absolutely a standard risk,

physically and occupationally. Probably half of the companies still refuse to issue a policy unless the risk is standard and can be issued at standard rates. A good many companies, however, now practice writing sub-standard policies for physical and occupational impairments. For example, a man who is overweight would be turned down by one company while another company would accept the risk by adding to the standard premiums. An army pilot may be turned down by one company yet another will add \$1.00 per month per thousand and insure him.

The \$1.00 per month per \$1,000 extra rate for Air Corps officers was established in 1930 and except for some variations, has remained and is accepted today as the extra premium required to cover the aviation hazard. Years back the accident rate was higher than now. The present low accident rate, however, has not effected a reduction in insurance extra premium charges.

There are a number of good life insurance companies who several years ago adopted the \$1.00 per month per \$1,000 extra rate for regular officers in the Air Corps. As these companies, with two or three exceptions, had no one familiar with the army and aviation who specialized in this type of insurance, they have to this date had few applications from Air Corps officers. Having little or none of this aviation business, they have not felt impelled to withdraw their policy offerings to aviators because of the possibility of war exposure.

These companies have all, however, adopted a rule that they would not accept any applications from brokers. They will, however, issue policies when the applications come in from their full time civil life agents in their various offices around the company. Care should be exercised before accepting a policy to determine that it does not contain a war clause or an aviation waiver.

Air Corps Reserve officers on extended active duty have generally never been eligible for life insurance with aviation coverage. Their hazard while on active duty is comparable to that of the Regulars. However, a life insurance policy is a lifetime contract, and if a policy is issued while on active duty the company must continue on the risk after the active duty period. Not knowing what the post active duty risk may be, the companies have not been willing to issue to officers with aviation coverage. One company is re-

putedly willing, however, to accept Air Corps Reserve officers, and the identity of the company will be furnished on request.

The office of the Chief of Air Corps strongly advocates the purchase of life insurance. At the present time there is no guarantee that insurance may be bought in the future. Any adverse headline of the newspapers can easily be such as to cause the insurance companies to withdraw their offerings until complete settlement of the international situation.

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REDESIGNATION OF AIR DISTRICTS

In accordance with recent instructions of the War Department, the four Air Districts in continental United States, namely, Northeast, Northwest, Southeast and Southwest, were redesignated as the First, Second, Third and Fourth Air Force, respectively. The Headquarters and Headquarters Squadrons of the former Air Districts were redesignated to conform to the new designations.

Assigned to duty as Commanding Generals of the respective Interceptor Commands of these four Air Forces were Brigadier Generals John C. McDonnell, First Air Force, Mitchel Field, L.I., New York; Carlyle H. Wash, Second Air Force, Fort George Wright, Wash.; Walter H. Frank, Third Air Force, Tampa, Fla., and Willard F. Harmon, Fourth Air Force, Riverside, Calif.

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SECURITY AS TO OVERSEAS GARRISONS

Under-Secretary of War Patterson, at a recent press conference, stated that henceforth all information as to the strength of garrisons, numbers of troops to be sent, and the identity of units at Panama, Hawaii, Puerto Rico, and the bases on sites leased from Britain will be "treated as confidential."

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MITCHEL FIELD INFORMATION SERVICE

In announcing the establishment of an information service at Mitchel Field, N.Y., those in charge thereof, declaring that they are ready to meet all comers, add this defi: "Go ahead! Try and stump us! You may easily floor us in the beginning, but in the future - oh, boy! - You'll find us anticipating your blow before you deliver."

At present, this information service operates daily from 7:45 a.m. to 11:00 p.m., but there appears to be a glimmer of hope that future demands upon it will be such as to necessitate continuous operation day and night. It is equipped to give first class information on activities at Army posts in the metropolitan area, accommodations for lodging, restaurants, theaters, night clubs, social activities, sports, summer resorts, railroad and airline time tables and fares, steamship sailings, road maps, hospitals, churches, etc.

The information service office is on the first floor of Hqrs. Building, Mitchel Field, N.Y.

V-8819, A.C.

During a recent press conference, the Hon. Henry L. Stimson, Secretary of War, stated that the Air Corps of the U.S. Army is undergoing the greatest expansion in all of its history; that not only were two additional flying training centers of the Regular Army established in addition to the one long in existence at San Antonio, but 27 civilian schools were contracted to train flying personnel and that even these facilities are being greatly increased. The two new training centers are: Southeast, with headquarters at Maxwell Field, Alabama; and West Coast, with headquarters at Moffett Field, California.

Thousands upon thousands of Flying Cadets are being sent to these schools, Mr. Stimson continued. It is inevitable that the number of accidents will increase. While we are greatly interested in the number of accidents, we are more interested in the rate at which they occur. This discussion deals with accidents which may be defined in broad terms as an occurrence which takes place during the operation of aircraft and as a result of which a person may be injured or killed or the aircraft receive appreciable damage. The number of such accidents upon which statistical reports have been based over the last 20 years, has varied from 227 (in 1927) annually, upward to 480 in the fiscal year 1940. During this same period of 20 years, flying has increased annually from slightly over 77,000 hours in 1921 to nearly a million hours in 1940. It is obvious, from the former figures, the number of accidents has not increased in proportion to the number of flying hours by a great deal, thus indicating an increasing control over safety flying.

The causes of accidents in the Air Corps are broken down into four general categories:

(1) Personnel--which means that the pilot may have exercised poor judgment, his technique was not good, he disobeyed orders, was careless or negligent; that supervisory personnel may have been responsible; or that poor maintenance may have caused the accident.

(2) Materiel--which means some failure of the power plant or the airplane, or of the accessories.

(3) Miscellaneous--which means that weather, darkness, some fault of the airport or other similar circumstances may be responsible.

(4) Undetermined--which in several cases includes accidents in which all occupants of the aircraft may be killed

and there may be no witnesses or only unreliable witnesses.

Of the causes of accidents, errors of personnel and particularly pilot errors, account for approximately 4 out of 5 accidents. The trend during the past five years in the total accidents in the Air Corps shows an increase in pilot errors and a corresponding decrease in combined materiel and miscellaneous errors. Whereas the personnel error in 1936 accounted for approximately 70% of all accidents and materiel and miscellaneous causes accounted for nearly all of the remainder, in 1940 the former figure increased to approximately 80% and the latter decreased to slightly less than 20%, the miscellaneous causes being approximately one-third the materiel failures.

Considering fatal accidents alone, of which there were 42 in 1936 and 46 in 1940, the figures are appreciably different. Slightly more than 60% were attributable to personnel errors in 1936 and nearly 80% in 1940, whereas those attributable to materiel dropped from nearly 24% to slightly less than 5% in the same period. The miscellaneous and undetermined causes remained approximately the same. An average of about 10% of the fatal accidents fall in the undetermined category.

In order to understand more clearly the principal causes of accidents due to pilot error, we must interpret the old adage that "practice makes perfect." During the first few years of flying, valuable experience is gained as the number of flying hours increases. It is very significant that the average accident rate during the first 750 hours of an individual's flying is more than three times that after the flyer has gained 1500 to 2000 hours. This is particularly important in interpreting what is happening today and will continue to happen during the tremendous expansion that is going on. An ever increasing number of flyers gaining experience through that critical 750-hour period is bound to make the accident rate go up and have a correspondingly adverse effect on that well established and excellent record made by the Air Corps during the several years preceding expansion.

In the Office of the Chief of the Air Corps, every accident is carefully analyzed. Immediately an accident occurs, a radio report is made from the field to the Chief of the Air Corps. A board is appointed in the field to investigate thoroughly with a view to determining the cause. Every effort is made through the analysis of records

to bring the accident rate down. Over the last ten years, we find a steady decline in the accident rate to the point where it was approximately one-half that at the beginning of the period. We find that for the experienced personnel the accident rate is practically stabilized. We find that for those gaining experience, because of improvement of materiel and a more rigid supervisory control, the accident rate went down to about one-third of what it was ten years ago. And over the twenty-year period from 1921 to 1940, where an accident occurred for every 214 hours of flying in 1921, an accident occurred for every 1941 hours of flying in 1940. This is a remarkable rate of improvement. The total number of accidents increased from 361 in 1921 to 480 in 1940; a one-third increase, whereas the amount of flying over that period increased 12 times. In these accidents, 73 individuals were killed in 1921 and 88 in 1940--a death for approximately every 1000 hours of flying 20 years ago, in 1940, one for approximately every 10,000 hours of flying.

The classification of accidents by their nature is helpful in analyzing them. By far the greater number of accidents, approximately two-thirds of them, occur during landing, including forced landings. About one-fifth are attributable to taxiing and take-offs. Surprisingly few are attributable to tail spins which accounted for so many 20 years ago. The nature of other accidents includes structural failures, collision on the ground, (very few collisions in the air), and other miscellaneous causes.

It is of the greatest concern to the Chief of the Air Corps as to how to eliminate accidents and especially those causing fatalities. As mentioned above, there has occurred in the fiscal year 1941 a definite up-turn in the accident rate. During the first six months ending December 31, 1940, there were 85 fatalities. In January, 1941, there were 19 and in February, 28. This total of 132 fatalities occurred in 73 accidents. At this rate it would appear that there might be as many as 200 fatalities during the current fiscal year.

As we search into the training periods we find that during the first 200 hours of flying, where the Cadet has been put into the school system and necessarily must be carefully and closely supervised until he graduates, that the fatal accident rate is remaining fairly constant and very low--one per 40,000 flying hours. Upon graduation,

the Flying Cadet becomes a Reserve officer. He is in that critical period where he is gaining experience and now he is assigned throughout the service. Because of the tremendous expansion, it is impossible to have the same close supervision that he had during his training school days, nor should it be necessary. He is faced with learning to fly more advanced types of aircraft, to operate higher powered motors, and to understand a myriad of gadgets designed to assist him under all conditions of flight--day or night, high altitude or low altitude, winter or summer. In addition, he must practice combat--the very thing for which he must be prepared. His technique must be perfect; his judgment sound. He is faced with new problems--congested air traffic, formation flying, smaller airports, new weather conditions, use of oxygen, and he must adjust his physical set-up to compete with the stress and strain of flight, not the least of which is the black-out that often may occur in combat maneuver. If he fails in any respect, an accident may result. Thus we can appreciate why four out of every five accidents are attributable to personnel error.

Since the personnel or pilot error is the principal cause of all accidents, including fatal accidents, this has been given special consideration and it has been found that poor technique and error of judgment account for about three out of every four accidents. The pilot error accident rate among the officers in the Air Corps has doubled since the beginning of the expansion program a year and a half ago. The reasons for this are clearly set forth in the preceding paragraph, but, in addition, we must also recognize that the school training period has been nearly halved. There is pressure to expand rapidly, and supervisory personnel must of necessity be spread much thinner proportionately to the increase being made, because of the increased overhead burden in all phases of the expansion program. The fatal accident rate for the Air Corps as a whole is approximately one accident in 20,000 hours of flying. As mentioned above, in the flying schools, the rate is only one-half the entire Air Corps rate, whereas among the graduates of the schools who are gaining experience, the rate is approximately double the basic rate.

There is another interesting figure in connection with fatalities as opposed to fatal accidents. Ten years ago for every three fatal accidents

approximately four individuals were killed. Now, due to the larger number of large planes and the increasing size of the crews who man them, there has been approximately a 30% increase in the number of individuals killed per fatal accident.

What is being done to keep the accident rate down--to save the lives of our valuable personnel? First, every individual's flying record is being watched carefully. Records indicate that during the experience gaining period of 750 hours, one accident may occur. Within rather narrow limits about this average experience each man's record indicates whether he may be a liability to the Air Corps and if his accident record as indicated even by two or three accidents is above the limit, he is removed from flying status. Furthermore, each officer is evaluated by a board at the station at which he is serving and they consider all surrounding circumstances that may have an effect upon flying and recommend limitations where necessary.

It has been stated that two-thirds of all accidents occur in connection with landings. This indicates, in part, that rigid airdrome discipline and air control about the airdrome must be enforced. Bad weather flying is also responsible for a number of accidents. Icing and frosting and radio static are largely caused by adverse weather conditions. These must be surmounted. Not only is the experimental division of the Air Corps working on the perfection of devices to overcome these obstacles, but the best brains of the country in many technical institutions have been employed for the purpose. Accident data is exchanged with the Navy and with the Civil Aeronautics Board with a view to applying their experience to that of the Air Corps and eliminating causes of accidents. Flight characteristics peculiar to a type of airplane, which may be a contributory cause of accidents, are carefully studied and changes made as soon as it can be definitely determined there is an accident trend due to these characteristics.

No air force can be expected to expand a number of times and maintain the same low accident rate it has fought for years to establish. This rate depends directly upon the experience of the pilots, the leaders and supervisory personnel, and nothing can be substituted for experience. The accident rate at the present time is very good considering all the circumstances, but we must recognize the rate is going to in-

crease during this rapid expansion that is taking place. Pilots must be trained to fly under the most adverse conditions. They must engage in instrument flying, flying formation in fog, make landings and take-offs under blackout conditions and on instruments, increase the amount of night flying. Every effort will be made to safeguard these pilots, but in the end it will be the human element involving an error of judgment or poor technique that will account for most of the accidents that are taking place.

Let us face this situation with a calm realization that preparation for war takes its toll as well as war itself and that there is no more hazardous profession at arms than that which the combat flyer has elected to follow.

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HANGAR PROVES HAVEN DURING FLOOD

The huge hangar at Moffett Field, Calif. was recently pressed into service when a dike at nearby Palo Alto airport broke, flooding the airport and endangering several planes stored in the hangar.

Despite a driving rain and a wind of gale proportions, eleven planes of the light class were brought safely to the Moffett Field hangar. It was necessary for the pilots to start their motors inside the hangar and take advantage of the warm-up ramp to gain flying speed to take to the air. The high wind at Moffett Field made landings difficult, but all planes were landed safely and stored in a corner of the big hangar. Several planes of a larger type were left in the Palo Alto hangar, the space available being too short for a take-off.

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MORE RUBBER SEEDS FLOWN TO BRAZIL

A recent issue of the News Letter reported the flight, led by Brigadier General Douglas B. Netherwood, to Belem, Brazil, with a load of valuable rubber seeds brought from the Philippines for the purpose of aiding in the development of the revived rubber industry in Brazil. On March 22nd, at the request of the U.S. Department of Agriculture, a flight of six Bombers departed from Albrook Field on a similar mission, under the command of Colonel Francis M. Brady, Air Corps.

The flight arrived in Belem on March 24th and returned to Albrook Field on the 28th. Accompanying Colonel Brady were Captains Jack M. Malone, W. R. Robertson, Jr., 1st Lieuts. Frank J. McGinity, John M. Knox, 2nd Lieuts. Don A. Pomeroy, Paul J. Gorman, Wm. H. Fendel, Raymond E. Davis, Robert S. Lippincott, Augustus J. Allen, Kenneth T. Wilhite, Ellery D. Preston, Jr., Tech. Sgts. Anthony Giacobbe, Wallace R. Cramond, Staff Sgts. Robert J. Gallup, Ernest E. Iacca, William H. Boltz, Edward K. Haupt, Raymond Contolella, Robert W. Wheeler, Glenn W. Frum; Sgts. Thomas G. Manzo, Frederick L. Fisher and Cpl. Paul J. Pillau, all of the Air Corps.

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Pvt. Brooke T. Fleckinger, of Maxwell Field, Ala., prepared the cover design for this issue. Many thanks!

V-8819, A.C.

INTENSE RIVALRY BETWEEN ENGINE CREWS

The frequency with which elapsed time records have been broken by Air Corps mechanics in changing engines on aircraft has created considerable interest among Air Corps personnel, particularly the men on the ground whose duty it is to make the airplanes safe to fly.

It is believed "the pot started boiling" after an article in the May 15, 1940, issue of the Air Corps News Letter reported the crew of eight men of the 1st Bombardment Squadron, Mitchel Field, N.Y., changed the left engine on a B-18 airplane in three hours and 25 minutes, and six days later changed the right engine on a B-18A - a harder job because of the extra connections for the heater - in two hours and 47 minutes.

Some weeks later, on July 31st, the engine change crew of the 61st School Squadron, Kelly Field, Tex., changed the engine on a BC-1 airplane in the elapsed time of two hours and 45 minutes. It was claimed that this time would have been materially reduced but for the fact that the crew worked under a hot Texas sun, necessitating frequent wiping of perspiration and drying of tools.

All was quiet on the engine change front until a startling announcement emanated from Kelly Field to the effect that mechanics of the 61st School Squadron established an engine change record of one hour and 20 minutes. This record, however, was not destined to remain undisturbed for long. Randolph Field mechanics, not to be outdone, proceeded to clip six minutes off the Kelly Field record, thus establishing the present record of one hour and 14 minutes. The Kelly Field crew are biding their time and developments are expected shortly.

It seems that the latest engine change record has particularly challenged the interest of Master Sgt. Frank D. Neff and Tech. Sgt. R.E. Woodruff, of Moffett Field, Calif. In a recent communication to the News Letter they state:

"This station, having been recently organized for Training School activities, does not have spare parts to complete a spare engine assembly; in fact, we haven't any spare engines. But, assuming a complete engine with all accessories installed on an engine mount and ready to go on a Basic Trainer, the old engine not to be overhauled within 48 hours, we then broke down the time from the instant 'the old engine's airplane wheels touched the ground.'

- 1 minute to complete roll and taxi to hangar.
- 1 minute to remove cowling and carburetor air intake preparatory to spraying through the induction system.
- 3 minutes to spray induction system, par. 2 a, T.O. 02-1-1, (Engine Running).
- 5 minutes to remove rocker box covers, spark plugs, oil screens, and oil sump plugs, par. 2 b and c, T.O. 02-1-1. Also drain oil. (The remainder of the provisions of T.O. 02-1-1 can be compiled with in the crew's spare time.)
- 1 minute to bring airplane into hangar and place under engine hoist.
- 5 minutes to attach hoist, loosen all bolts and connections, and remove engine. (Propeller left installed awaiting more spare time.)
- 3 minutes to flush oil tank and lines as per par. 1 and 2, T.O. 03-15-10. (This includes such time as necessary to move airplane outside as fire precaution provided in T.O. 01-1-1 and bringing airplane back to scene of next operation.)

- 5 minutes to install new engine. (Propeller already installed during spare time.)
 - 3 minutes to service oil. (We could eliminate this as it could be done while engine is being bolted in place).
 - 2 minutes to break oil connection at oil pump and drain one gallon of oil and re-install oil inlet line as outlined in par. 2 b and 2 e, T.O. 02-1-22. (Pars. 2 d and 2 e were done during crew's spare time.)
 - 1 minute to turn over engine by hand, par. 2 i, T.O. 02-1-22.
 - 2 minutes to re-install relief valve, par. 2 j, T.O. 02-1-22.
 - 1 minute to make dummy start, par. 2 k, T.O. 02-1-22.
 - Zero minutes to re-service oil tank to proper level, par. 2 l, T.O. 02-1-22. (No time taken for this operation as par. 4 a, (4) (e), T.O. 02-1-1, permits operation with 1/2 tank capacity for basic trainer, although instructions in T.O. 02-1-22, being of a later date, should be followed - somewhat confusing.)
 - 3 minutes to reinstall spark plugs, par. 2 m, T.O. 02-1-22.
 - 1 minute to bring airplane outside for ground test.
 - 30 minutes to start engine and complete ground test, T.O. 02-1-4.
 - 1 minute for squadron inspector to inspect installation, (no time is lost looking for inspector.).
 - 3 minutes to remove, clean, reinstall and safety oil screen at completion of ground run, par. 5, T.O. 02-1-4, and drain ground test oil, par. 4 a (4) (e), T.O. 02-1-1.
 - 3 minutes to re-service with oil and cowl engine.
 - 1 minute to allow test pilot to seat himself and sign exceptional release (compass not swung, Sec. VI, par. 1 a, T.O. 05-15-2.)
 - 1 minute to taxi and roll until, "Wheels leave the ground with the newly installed engine."
- 1 HOUR AND 15 MINUTES TOTAL.**

It is presumed that any required operation not listed, including a 50-hour inspection of the airplane, was performed while the engine was not running its ground test.

This is the closest we could arrive at the one hour and 14 minute record, held by Randolph Field, at which Kelly Field is shooting. Of course, as outlined in the beginning, we are a newly organized outfit and not fully conversant with all the short cuts developed over a period of years at Kelly and Randolph, and if anyone at those stations could inform us as to where we slipped on that one minute we would appreciate it."

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VISITORS WELCOME: Visiting pilots arriving at Lawson Field, Fort Benning, Ga., these days are afforded quite a surprise when they obtain their first look at the newly constructed furnished quarters for visiting officers. Located in the bachelor officers' quarters, the rooms are well heated and quite comfortable, with "beauty rest" mattresses, easy chairs, rugs, floor lamps, tables, steel lockers and venetian blinds.

Colonel Warner B. Gates, Air Corps, the Commanding Officer, is expecting an increased number of visitors when word is spread of the swank accommodations and the hospitality of the southern post.

V-8819, A.C.



Pt. H.D. VEST JR.
ASHWELL FIELD

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ASSIGNMENT OF OFFICERS TO NEW AIR CORPS SCHOOLS

Under Special Orders of the War Department, recently issued, various Air Corps officers were transferred from existing Air Corps flying schools to newly established schools. These changes in the stations of Air Corps personnel are listed below, as follows:

To Air Corps Advanced Flying School, Phoenix, Arizona; Lieut. Colonel Emmie C. Whitehead, designated as Commandant, and Major Oliver S. Fisher, from Advanced Flying School, Stockton, Calif.; 1st Lieuts. George A. Bosch, Oliver B. Taylor and Robert M. Wray from Moffett Field, Calif.; Captain Wm. A.R. Robertson from the Philippines.

To Air Corps Basic Flying School, Taft, Calif.; Majors Kenneth C. McGregor (as Commandant) and Thomas J. DuBose, from Moffett Field; John F. Wadmen from Stockton; Captain Joseph G. Russell, 1st Lieuts. Perry M. Hoisington, 2nd, and Donald E. Meade, from Moffett Field.

To Basic Flying School, Bakersfield, Calif.; Lieut. Colonel Carl W. Pyle (as Commandant), Major Arthur J. Lehman, Captain Tom J. Cunningham, 1st Lieuts. Donald W. Eisenhart and Frank P. Sturdivant from Stockton; Major Sam W. Cheyney, from Moffett Field.

To Advanced Flying School, Mather Field, Calif.; Lieut. Colonel Leland R. Hewitt (as Commandant). Major James W. Brown, Jr., and 1st Lieut. George W.R. Zethren, from Moffett Field; Majors Bernard A. Bridget, Harvey F. Dyer, Theodore B. Anderson, 1st Lieut. Joseph C. Reddoch, Jr., and 2nd Lieut. Ralph

LeR. Merritt, Jr., from Stockton.

To Advanced Flying School, Selma, Ala.; Majors Earle E. Partridge, Yantis H. Taylor, Captains Charles H. Anderson, 1st Lieuts. Carter E. Duncan, Clarence T. Edwinston and 2nd Lieut. Frank E. Bomar, from Barksdale Field, La.

To Advanced Flying School, Victoria, Texas; 1st Lieut. Gladwyn E. Pinkston, from Hawaiian Department.

To Aerial Gunnery School, Las Vegas, Nevada; Lieut. Colonel Martinus Stenseth, Major Gerald Hoyle, Captain Harvey P. Huglin and 1st Lieut. Joseph G. Perry, from Moffett Field; Captain Herbert W. Anderson, 1st Lieuts. Robert F. Worden and Wm. B. Kieffer, from Stockton.

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OFFICERS ASSIGNED TO DUTY WITH INTERCEPTOR COMMANDS

Air Corps officers recently assigned to duty with headquarters of Interceptor Commands were as follows:

To Fort George Wright, Wash.; (2nd Air Force) - Lieut. Colonel Willis R. Taylor, from Selfridge Field, Mich.; Major Ernest H. Lawson, from McChord Field, Wash.

To Tampa, Fla.; (3rd Air Force); Majors Frank A. Armstrong, Jr., from Savannah, Ga.; Robert W. Douglass, Jr., from Mitchel Field, N.Y.

To Riverside, Calif.; (4th Air Force); Major Francis H. Griswold, from Mitchel Field, N.Y.; Captain John M. Bartella, from Hamilton Field, Calif.

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BOMBER DIPS WING TO VOLCANO

It is not often that one of Uncle Sam's war birds circles a volcano, more especially an active one. Not so long ago one of the flying forts dipped its wings at old man Iliamna, all powerful and mighty monarch of Knik Arm. Old Iliamna merely sat and smoked, disdaining even to note one of the largest and finest fighting ships of the world.

Maj. Everett S. Davis, Commanding officer of Elmendorf Field, and 1st Lieut. H. C. Bordeleon of Ladd Field, Fairbanks, were at the controls of the bomber. Staff Sgt. B. F. Grossi was radio operator, and Staff Sgt. Leslie S. Hubbard, Sgt. Albert T. Sullivan, Pvt. 1st Cl. Robert L. Niclas, Pts. Joel L. Chapman, Thomas H. Hamblin and Angelo Volpicelli, crew and passengers.

Staff Sgt. Hubbard, riding the assistant engineer's seat just behind the co-pilot, was far busier making notes of the trip for future use than observing engine temperatures and inches of mercury as the huge ship sailed aloft from the snow covered runway.

"As I see the thing it is not every day that one gets to visit with an active volcano, and more especially one in Alaska, so with keen anticipation I looked forward to our destination," he said.

"Elmendorf Field shrank in size until it appeared as though a race of Lilliputians might have built a tiny town on the edge of Cook Inlet near Anchorage.

"In a few moments we were flying over country little different in its present stage than it was with the passing of the last ice age, covered with ice and snow and dotted as far as the eye could see with innumerable lakes of all sizes and shapes, wild, untamed, desolate, and sinister this hangover from the pre-historic.

"Above it all rode Air Corps men, comfortably relaxed in deeply upholstered seats and heated cabins of the mighty bomber scarcely bothered by the roar of the mighty engines whose powerful voice is insulated from the cabins of the ship.

"For a hundred miles we traveled toward a huge snow-covered bulk that we kept upon the center of our ship's nose. Slowly the old Monarch took shape and from his pipe a thin curl of smoke could be seen. Across Cook Inlet, over a small island and far out at sea could be seen the outline of Kodiak Island.

"Strange to say, at the bottom of the mighty giant lay a small and inviting valley that could only be entered from the inlet. It snuggles comfortably at the foot of the volcano and seems to invite foolish humans to build them a city as was Pompeii at the foot of Mt. Vesuvius. Upon this rich and virgin soil man could plant his orchards and build his homes to await the uncertain pleasures of old Iliamna.

"His royal majesty wears a magnificent coat of varied tints of green and blue ice, in reality a glacier formation of a thickness varying from three feet to several yards. The ice begins a short way down from the peak and extends well into the valley below, broken and seamed, forming one of the wildest conglomerations of disordered nature ever seen by the human eye. Many of the crevices could easily hold a good-sized building. Others would not hold a razor blade. The whole mass has the appearance of merely waiting a whisper or the dropping of a feather to set it into a roaring, grinding avalanche that nothing could stay excepting the tides that sweep up

the Inlet. Some day parts of old Ilia-mna's clothes may float out into the Pacific.

"With our wing tip almost brushing the King's crown, or peak, we circled around the volcano. The crater was perhaps two hundred feet down the side of the mountain. From it issues a stream of steam and smoke, indicating roaring fires and stupendous disorders in the bowels of the earth that may some day surge to the surface to spill into the ice and age-old snow. That will present one of nature's mightiest battles, ice against lava. This would be interesting to observe - from a distance.

"But what would happen to the old mountain should a fissure suddenly open in the bowels of the earth allowing

the waters of the Pacific to pour into the white hot grates of the subterranean fires? That would also be interesting to observe from a distance.

"Some of the Air Corps boys would like to do a little bomb practice down in the crater of old Ilia-mna. We wonder what a 1100 pounder would do? Perhaps it is best to wonder.

"After circling the peak, Maj. Davis made the time honored salute of the Air Corps men. He dipped one wing to the mountain and headed out toward the inlet and home. We settled back into our seats and wondered about the coming pay day."

Some day soon a flight may be made over the Valley of Ten Thousand Smokes, that strange pre-historic hangover from our earth's youth.

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DEDICATION DRAWS BIG CROWD

A mighty instrument of war was consecrated to the cause of peace when MacDill Field was formally dedicated Wednesday, April 16, with impressive ceremonies attended by thousands of interested citizens and a host of dignitaries.

Brig. General Herbert A. Dargue, official representative of the chief of the Air Corps and the War Department, was the principal speaker. "One thing is certain," he said. "Military might will continue to decree the fate of nations, and strong arms may protect American boys from war."

The Air Corps put on a show which will be remembered for a long time by the visitors who inspected the great air base. The most modern war planes of the day, including a big "flying fortress" and an A-20A, one of the fastest attack planes now built, were displayed. Guides conducted visitors through the hangars and explained the use of Army cameras, smoke screen devices and paraphernalia of chemical warfare.

Gen. Dargue informed the dedication crowd that thirty-eight more flying schools are being opened to help produce 30,000 pilots a year. "A hundred thousand mechanics are to be trained in a year," he said, "and factories are being enlarged to turn out 100 fighting planes a day."

The need for this defense preparation was stressed by Sen. Claude Pepper who said: "America is today the only hope of the democracies, and perhaps in six months, or less, the strong arm of the United States may be their only protection."

"America will not fail," Sen. Pepper added. "It will not permit civiliza-

tion to be destroyed by a beast already preparing for the kill."

Mrs. Leslie MacDill, widow of the Air Corps officer for whom the field was named, with her two daughters, Katherine and Jean, were honor guests for the occasion.

Brig. General Clarence L. Tinker, commander of the field, presided at the ceremony. Gen. Blanding, representing Gov. Holland, Sen. Charles O. Andrews, Congressman Peterson, and Roy Schrader, representing the TPA, discussed various phases of the development of the field. Mayor Chancey, of Tampa, and several other distinguished guests also appeared on the program.

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WINGED WARFARE

Since the publication in the March 15, 1941, issue of the Air Corps News Letter of the lengthy review of "Winged Warfare," by Major General Henry H. Arnold and Lieut. Colonel Ira C. Eaker, a number of inquiries have been received as to where this book may be obtained. Our readers are informed that the publishers of "Winged Warfare," Harner Brothers, have offered trade discounts to all Post Exchanges at Air Corps stations. By placing the order with your local Post Exchange, the book can be quickly obtained for you.

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Three new quartermaster organizations have been formed at Randolph Field, Texas, during the month of March.

One, the 272nd Quartermaster Co., Air Base, will be permanently stationed at Randolph Field. Permanent stations will be later indicated for the 288th and 289th Quartermaster Cos., Air Base.

V-8838, A.C.

GULF COAST AIR CORPS TRAINING CENTER

Brooks Field, Texas:

Brooks Field is rapidly coming into its own as the nation's leading Observation Training School. The program was inaugurated on March 22nd when the initial class of 20 Flying Cadets and 19 officers of the ground arms started schooling under Maj. R. C. Lindsay, in command of aerial observation activities. Maj. Lindsay announced that the field would soon be devoted exclusively to training observation pilots and observers, and that the sections now used for the advanced flying school students would be converted into observation units.

Among the members of the ground arms now training as observers at Brooks Field are four captains of the Regular Army and 15 Reserve lieutenants, who were transferred from the Field Artillery and other branches of the service.

The observation unit at Brooks Field is known as Section 3, and the entire course is conducted in accordance with the instructions from the Chief of the Air Corps. The section is divided into academic and flying branches.

According to Maj. Lindsay, as soon as buildings are constructed as well as a "puff" target range, 100 pilots and 100 observers will be in training at the field. The Flying Cadets will be given 60 hours in AT-6A's and 25 hours in observation airplanes before being commissioned.

The school emphasizes communication between the air and ground. Each pilot is given 10 hours of Link Trainer schooling, and each observer, five hours. The staff of the new observation section includes Maj. Lindsay; Capt. L. W. Greenbank, chief of the academic branch; 1st Lieuts. F. L. Moore, communications; M. F. Stunkard, photography; R. B. Miller, supply; H. M. Means, tactics; F. E. Schroek, staff duties and combat orders; W. W. Holmes, chief of the flying branch; 2nd Lieuts. T. S. Torresson, Jr., operations officer, and D. E. Lehnhard, assistant communications instructor. Flying instructors include 2nd Lieuts. B. W. Feiling, W. D. Collinson, J. C. Cooney, F. L. Jerome, K. J. Prim and A. K. Spivey.

Three civilians employed in the school are Julian R. Wagy, navigation instructor; Verne E. Davis and Frederick Nathan, radio instructors.

Randolph Field, Texas:

New York City has its Broadway and Forty-Second Street. Chicago's State Street at Madison Avenue also is re-

nowned. The same goes for congested Broadway at Seventh Street in Los Angeles.

In comparison, the traffic at Randolph Field, Texas, is just as heavy, the speed limit being approximately 150 miles per hour, and accidents--almost unheard of.

Hundreds of cars pass each of the street intersections every 10 minutes. Within the same period at the south Texas military airdrome, 300 basic training planes are landed, new Flying Cadets take over and the craft are sent aloft again.

At the flying field, however, there is no traffic congestion. There are no stoplights, and the only "policeman" on duty is a large "T" which swings with the wind, indicating the direction for traffic.

The already streamlined program for the training of Flying Cadets for the Army Air Corps has become still more compact at Randolph Field, Texas. Cross-country "hops" and formation flights are being returned to the basic training curriculum.

Not since the late months of 1939, when the entire Air Corps program was stepped up, were such flights originated at Randolph Field. Formerly, the navigation and formation flights were scheduled only for advanced flying fields.

Now, before Flying Cadets complete their 70 hours of basic training, six hours of formation flying and at least three cross-country trips will be included. The new phases were sandwiched into the regular program without sacrificing any element of the basic course.

The trips for each class will be to Yoakum and Austin, to Waco and Temple, and to College Station and Navasota. The first of these flights for part of the class began on April 2nd.

The latest streamlining act will leave more time for the more difficult flying assignments which are on the regular advanced training school schedule.

You can't argue with an altimeter. That's why Flying Cadets at Randolph Field must and do become error-proof experts at reading the delicately-tuned "gadgets" in the cockpit of a BT-9 training plane.

The tyro flier almost invariably utters a groan of mixed bewilderment and worry when first confronted by the cockpit of the plane assigned to him for his training course. Step by step, he is taught "from the ground up" the

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function of each indicator until it becomes as simple to him as an alarm clock.

Special classes in wingless "airplanes" are conducted for the benefit of the pilot's instrument training before he is sent aloft.

In the cockpit of a basic training plane at the "West Point of the Air" there are more than half a hundred knobs, instruments, adjustments, etc., to be mastered. In five hours' flying time, the future pilots know their way around the crowded enclosure completely by touch.

SOUTHEAST AIR CORPS TRAINING CENTER

Maxwell Field, Ala.:

Class SE-41-D, which entered the Advanced Flying School, Maxwell Field, from the Basic Flying School, Gunter Field, on March 17th, began on April 14th the fourth week of the two and one-half month's course.

This class, comprising 149 Flying Cadets and one officer of the Regular Army, Capt. Charles A. Piddock, Field Artillery, began day cross-country flying to Greenville, Evergreen, Crossview, Dothan, and return to Maxwell Field - a distance of approximately 290 miles. Single ship landings were to be made on each field. In addition to local night missions, other flying training scheduled for the fourth week include instrument and 3 and 6-plane formation flying. AT-6A and BC-1A airplanes are used at Maxwell Field, and each student must acquire 70 hours on these ships to complete the Advanced Flying School Course. Class SE-41-D is to graduate on May 29th. Capt. Kurt M. Landon, Air Corps, is in charge of its flying training.

Class SE-41-C, comprising one Regular Army officer, Capt. Richard R. Waugh, Corps of Engineers, and 148 Flying Cadets, which is to receive its wings on April 25th, is now completing its final flying phases, and has already concluded instruction in the ground school subjects. According to Capt. William J. Holzapfel, Jr., who is conducting its flying training, the class is well ahead of schedule, this being due to the excellent weather which has prevailed, and to the splendid assistance of Maxwell Field's engineering departments which are maintaining a high percentage of airplanes in commission daily.

SE-41-C will be the third to graduate from Maxwell Field.

The accident rate at the Air Corps Advanced Flying School, Maxwell Field,

for March was 1.14 per 1000 hours of flying according to Maj. Burton M. Hovey, Jr., director of training, who stated that this figure was considered most satisfactory in relation to the amount of student flying performed. With a total of 10,476 hours flown during March, the average flying time per airplane per day was about eight and one-half hours.

The engineering departments of each squadron made an excellent record during March, averaging 90.4% airplanes in commission daily. This is considered a high rate, in view of the rigid Air Corps inspection requirements prescribing that aircraft be serviced at 25-hour, 50-hour and at other stated periods.

The tentative graduation exercises scheduled to be held for SE-41-C on April 25 will include an invocation by the Chaplain, an address and presentation of diplomas by Brig. General Walter R. Weaver, Commanding General, Southeast Air Corps Training Center, presentation of "wings" by Col. Albert L. Sneed, Air Corps, Commandant, and the benediction.

Gunter Field, Ala.:

Keeping in step with the various military stations throughout the country and those in the Insular possessions which are producing post publications, the Air Corps Basic Flying School at Gunter Field, Montgomery, Ala., has just come forth with its own effort under the title of "Exceptional Release."

In the March issue of this publication, Lieut. Colonel Aubrey Hornsby, Commanding Officer of the School, aptly expressed the conditions involved in bringing Gunter Field into existence in the following address to the members of Class 41-D:

"You have entered the service at a time when it was simultaneously operating and expanding because of a national emergency. The expansion and all the attendant difficulties have caused you many inconveniences which you have taken in your stride as men in the service of your country. I wish to commend you on this spirit of service which you have displayed without thought of personal comfort.

"Do not fear, however, that your training has been lacking in advantages, because experience with an Army expanding in the field will give you practical, professional knowledge that might not have been gained in a stereotyped, completed institution.

"To each of you, as you leave the Air Corps Basic Flying School, I wish

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continued success in your careers of service."

If one stops to consider the full meaning of "simultaneously operating and expanding," it is overwhelming. A resume of just what it does mean specifically at Gunter Field is this: During the past six months, 590 Flying Cadets and 47 student officers were trained and graduated to Advanced Flying School; an average of 150 airplanes were flown 84,000 hours in student training. These airplanes were maintained and serviced by a scant number of mechanics, most of them inexperienced. Since November, 1940, 564 cross-country trips originated at Gunter Field, affording excellent experience to the younger pilots. Not only is Gunter Field turning out potential airplane pilots, but it has also developed into a school for training instructors. Eighty-two graduates from the Advanced School at Maxwell Field reported for instructor training at this station since February 13, 1941. Upon the completion of this training, they will go to other fields as instructors in basic training. So much for the "operating."

The simultaneous "expanding" consists of the construction of a hangar 150 by 300 ft., three smaller buildings for flight and operations offices; 39 barracks, bachelor officers' quarters, a warehouse, recreation building, miles of roads and sidewalks, grading and leveling a landing area of approximately 7,000 by 5,000 ft., and the preparation of three auxiliary fields.

"The enthusiasm and energy which had gone into the building of Gunter Field give it something of a permanent nature," says the News Letter Correspondent, and he adds: "Such things can't be transitory. They have taken root and we truly believe that when the public has dropped from its vocabulary such expressions as 'National Emergency,' 'Defense Program,' and other temporary emergency institutions, Gunter Field will be a definite and permanent activity of the U.S. Army Air Corps."

And Gunter Field continues to make records! Surpassed only by that of its accomplishments is its record in versatility. Gunter Field is fast becoming just one training school after another. Instructions were recently received from the Southeast Training Center Headquarters directing Gunter Field to organize immediately a non-commissioned officer's school, the purpose of which is to train prospective non-commissioned officers for future expansion at the training center. Enlisted men who will pursue this course

will be very carefully selected. The curriculum includes the following subjects: of Military Courtesy and Discipline; Military Sanitation and First Aid; Defense Against Chemical Attack; Interior Guard Duty; Courts Martial; Physical Training; Infantry Drill Regulations; Post Administration; Automatic Pistol; Equipment, Clothing and Tent Pitching; and Transportation.

Eglin Field, Fla.:

Viewing this field as it appears today - a well planned, rapidly growing Army Air Corps Specialized Flying School - it is hardly conceivable that this same site in 1935 was merely a small clearing in the forest.

During the summer of 1933-34, a group of golf-playing, Air Corps Tactical School officers from Maxwell Field, Ala., became cognizant of the fact that the landing facilities at Valparaiso were no longer adequate for the "hotter" planes the Air Corps was beginning to use.

The late James E. Plew, wealthy, retired, Chicago business man and aviation enthusiast, made available a portion of his land for the construction of a suitable landing field. Mr. Plew and the Army men foresaw the possibilities of the site as a gunnery practice area for the Tactical School and, in order to encourage such a development, Mr. Plew deeded to the United States Army 1500 acres of land near Valparaiso. Thus, on June 15, 1935, there came into being the Valparaiso Bombing and Gunnery Base at the present location of the Eglin Field Air Corps Specialized Flying School.

As is the Air Corps custom, the Base was soon renamed "Eglin Field," in honor of a distinguished flying officer, the late Lieut. Colonel Frederick I. Eglin, who lost his life in an air accident in January, 1937.

Captain (now Major) Arnold Rich was the first commanding officer of the new sub-field of Maxwell Field. Under him was a small detachment of less than fifty men. His administration saw the completion of the north-south and east-west runways, the ground gunnery range off Boggy Point, a barracks, a garage and a mess hall.

Maj. George A. Whatley, who succeeded Maj. Rich, supervised the construction of the greater portion of the administration buildings now in use on the post. During this time, the strength of the detachment increased to sixty men.

Under the guidance of the present

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Commanding Officer, Lieut. Colonel Warren A. Maxwell, who took command in August, 1939, Eglin Field reached its present status of rapid expansion. In the later months of 1940, the administration of the Choctawhatchee National Forest's 375,000 acres was transferred from the Department of Agriculture to the War Department and became the Eglin Field Military Reservation; the sub-field designation was discarded and the Air Corps Specialized Flying School of the Southeast Training Center evolved as an individual post. The construction of a 6,000 ft. hard-surfaced runway was completed; two additional runways were started; a supply warehouse was built and the old storage facilities expanded; ten barracks were erected to accommodate the increased personnel of 600 men; and new mess, Recreation, telephone and administration buildings were completed and occupied.

Flying Cadets in Dixieland are to be tripled by June 30th as new fields spring into operation to turn out 5,653 pilots every 30 weeks.

Today airplane engines speak louder than words, and in the blue skies above the expanding Southeast Air Corps Training Center, commanded by Brig. General Walter R. Weaver, with headquarters at Maxwell Field, Montgomery, Ala., the drone of actual air power grows to a mighty voice. It is the reassuring roar which speaks for serial defense preparations in the Southeastern section of the country, fast becoming known as America's new empire of the air.

Following the recent decision of the United States to get 30,000 new military pilots into the sky each year, instead of the 12,000 previously planned, the Southeast is springing to the task of turning out pilots at a rate hitherto undreamed of. Here in a part of the country, which remains either a complete blackout or a partial mystery to most people of other sections of the country, lies today the greatest air training center in the world. Here the sky is literally the limit for the facts and figures of Air Corps expansion, and for the number of men fast undergoing the transition from shakwinged fledglings to dependable Army pilots.

In the Southeast Area, eight Air Corps bases and ten civilian primary air schools under contract to the Air Corps already stand as permanent and well organized keystones in the new system of training Air Corps pilots.

The stations are scattered strategically throughout the Deep South, north to the Carolina Smokies, south to the tip of Florida, east over Georgia, west to the Mississippi River, and downward into Louisiana, where explosive "goose eggs" are laid just for practice by bombardiers storming the swamp country of the blue heron.

Already 1,866 Flying Cadets, 15,042 enlisted men, and a proportionate number of officers are at these posts. By June 30 of this year, it is estimated that the number will increase to 1,350 officers, 5,653 Flying Cadets, and 18,625 enlisted men, and each succeeding month these figures are expected to show a proportionate increase as the Air Corps pushes its program toward the new goal of 30,000 pilots a year.

Ensonced in level green fields just "south of the snowline," the Southeast Training Center busies itself with the three phases of flying training: primary, basic, and advanced. Eligible for training and for subsequent commissions in the Army Air Corps Reserve, are physically perfect, unmarried youths, ranging in age from 20 to 26. Every five weeks 2,400 of these Flying Cadets begin primary training in the Southeast and in other training centers of the country. Each phase of instruction lasts ten weeks.

The cadet begins training in the elementary or primary schools and makes his first solo flight in a slow, rudimentary plane of a few instruments. Graduating to the basic phase, he learns the whims of an airplane more closely resembling the powerful and intricate combat ship. After completing the advanced course, in which he learns to use a still higher powered plane as a weapon, and acquaints himself with meteorology, radio code, military law, navigation, etc., he is graduated and commissioned as a 2nd lieutenant.

To the two advanced flying schools already in operation in the Southeast, two will be added by June 30th. The two now in existence are Maxwell Field, Montgomery, Alabama; and Barksdale Field, La., a two-engine bombardier and navigation school. Maxwell Field today has 416 Flying Cadets and Barksdale Field, 241. On June 30th, Maxwell is scheduled to have 1,200 cadets, and Barksdale, 572. The new advanced two-engine school at Albany, Ga., is scheduled to open soon with 362 cadets. The opening of a single-engine advanced school at Selma, Ala., will add 220 cadets to the list. A still greater strength for all stations is contemplated.

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The Air Corps Basic Flying School, located at Gunter Field, Ala., now has 421 cadets. The establishment on June 6th of a new basic school at Macon, Ga., will add 362 cadets to this number.

Moreover, the first Air Corps training school for negroes will open at Tuskegee, Ala., in the fall with at least 30 Flying Cadets. Eglin Field, an Air Corps School for fixed gunnery, has accommodated 60 students at a time, and its personnel is slated to soar rapidly.

These figures do not include the thousands of officers and enlisted men stationed at these bases to keep the planes in service and to provide administrative help.

Add to this the personnel of eight civilian air bases now under contract to the Army Air Corps, a number which will rise to 10, as two new schools will be operating shortly. These Air Corps training detachments are located at Coral Gables, Fla.; Albany, Ga.; Americus, Ga.; Camden, S. C.; Arcadia, Fla.; Tuscaloosa, Ala.; Jackson, Miss.; and Lakeland, Fla. Their present personnel includes 768 Flying Cadets. The two new contract schools, one at Augusta, Ga., and one at the Tuskegee Institute for Negroes, are scheduled to go into full operation at an early date. At least six more of these civilian primary schools, under Air Corps supervision, will be added immediately.

The staggering sum the Air Corps has dropped in the lap of the Southeast roughly may be estimated by the average cost of a new Air Corps school--approximately two and a half million dollars.

Expansion in the pilot training program began July 1, 1939, when the Air Corps was training 300 to 500 pilots a year. The first expansion demanded a total of 5,500 pilots by July 1, 1941, but long before the new quota could be reached, a still newer and faster program called for 7,000 men a year, and subsequently for 12,000....finally for 30,000! The lid is off!

Gone are the days of the Old South, days in which Col. Ezra sipped mint juleps on the old verandah and negroes sang in the cotton fields. For many years now such an "Old South" has existed only in the minds of those who never saw it. It is the New South now - interested, it is true, in hanging onto old traditions but very busy making new ones...in turning out as rapidly as humanly possible a great portion of our new Air Corps pilots....in building furiously, but surely a new empire of the air.

ACADEMIC AND TRADE SCHOOLS AT KELLY

In addition to operating an advanced flying school for pilots, Kelly Field has launched academic and trade schools.

Approximately 300 officers at the field are enrolled in a conversational Spanish class and an equal number of enlisted men are students in a transportation and safe-driving course.

Courses of instruction are also given on the Link trainer, aircraft service maintenance, and food handling. One group of 25 enlisted men is taking a course in driving the huge gasoline trucks along the hangar line to service the planes. A group of 178 enlisted men, of which 78 are colored, are being instructed in driving other Army vehicles.

The instructors for all these schools are from the San Antonio Vocational and Technical School and are paid from the National Defense Program fund. Capt. R.H. Colwell coordinates their activities.

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ARMY BUGLE SERVES AS SCHOOL BELL

The old school bell still rings for hundreds of grown-ups at Langley Field these days, only it sounds more like an Army bugle. This air base was recently compelled to set up its own home-made schools to facilitate the instruction of newcomers in Army paper work.

The subjects taught include Army and Air Force Organization, Military Correspondence, English Language, Army Regulations, Army Decimal Filing System, Typewriting, etc.

One of the schools was organized by the Second Bombardment Group.

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MECHANICS COURSES FOR RECRUITS

Eighty newly enlisted Air Corps enlisted men are being given mechanics' courses during their recruit training period at Randolph Field, Texas. The course of 4½ weeks is designed to familiarize the new men with the type of basic training plane used at the field.

Upon completion of the course, students will receive certificates and will be assigned to duty on the flying line servicing BT-9 and BT-14 planes. Many of the men are studying in their spare time for the Air Mechanics examination soon to be given. The award of an "A.M." rating means more than 100% increase in pay.

TRAINING

HE WHO BUNGLETH IS LOST

And it is writ -

"He who breaketh an undercarriage in a forced landing may, in time, be forgiven; but he who taxieith into another plane shall be despised forever."

Not only that, he'll get a red star on the "bungle" board if he does it in basic flying training at Randolph Field.

The "psalm," published recently in "FORM ONE," the Flying Cadet magazine, indicates only too vividly the fate of student pilots who commit mistakes on the flying "line."

The Air Corps recognizes that mishaps are apt to occur under stress of the huge basic training program now under way, but jumps into action where the fault is due to thoughtlessness.

Cadets themselves assess small fines on "bunglers" and pool the proceeds for a celebration at the end of classes.

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FLYING CADETS "WIN" NEW "TROPHY"

It may be mentioned in connection with the preceding item that a new trophy has appeared in the field of aviation, its permanent home being Randolph Field.

This unique award deserves a word of description, because it differs from the Thompson and Bendix trophies in that it is made of tin rather than silver or gold.

It also differs slightly in purpose. While the intrinsic value suffers because of this fact, the lovely red ribbon tied into a neat bow and the current holder's name stenciled on the side enhance its beauty.

This little token, while not as famous as the Thompson and Bendix awards, is nevertheless a very worthwhile prize. It automatically carries with it a membership in the "Stupid Pilots' Club."

Little did Flying Cadet "X" realize, as he soared into the air on his first solo flight from the south edge of Randolph Field, that he was about to win this noble award as well as the presidency of the Club. But such was his fate.

Flying Cadet "X" forgot to retrieve his instructor upon returning to the field, forcing his tutor to take a two-mile hike back to the hangar.

The triumph of Flying Cadet "X," however, was short lived. In a fortnight he had lost his prize to Flying Cadet "Z" who, with great skill and no little courage, succeeded in taxiing into a hangar wall. A great shower of chipped concrete, bent propeller blades

and much noise resulted, as well as title to the trophy.

So--until some other student pilot proves that he is better qualified, this new award will remain firmly in possession of Flying Cadet "Z."

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----AND WINGS OF A BIRD

Twenty-two and four-tenths years of age; five feet, ten inches tall; 160 pounds; ruddy complexion; brown hair; blue eyes; in good health; unmarried, and ambitious to do his part for national defense.

That's the typical Flying Cadet at Randolph Field, Texas, where more than 900 young men are receiving their basic flight training.

He also is well learned, 24 per cent of the present upper class having received one or more degrees in college. The figure for the lower class is 35 per cent.

Nine per cent of the Flying Cadets, who become commissioned officers at the end of the 30-week training program, did not have the necessary college education, but became eligible for the flying course by passing special mental examinations.

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BOMBARDIERS AWAIT TRANSFER TO NEW TEXAS AIR FIELD

Forty-five Air Corps Flying Cadets are at Randolph Field, Texas, awaiting transfer to active duty as instructors in bombardiering classes at Ellington Field, Houston, Texas.

These Cadets, who recently completed a rigorous four months' course of study at Lowry Field, Denver, Colo., are part of 120 who were assigned to Air Corps training fields on the Gulf and Pacific coasts. They will be commissioned 2nd lieutenants when placed on duty.

A distinctive new phase of air defense, the science of bombardiering requires physical superiority and mental alertness on a par with that of airplane pilots. Future bomb sight operators, who will receive instruction on the newest instruments, will be chosen carefully for their role in national defense.

In addition to bombardiering, studies in navigation, meteorology, armaments, etc., are available for men who meet the standards.

The instructors are former pilot students who were found to lack inherent flying ability, but whose education and physical capabilities earned them other important roles in branches of national defense.

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ACTIVITIES BEGIN AT BOWMAN FIELD

The creation of a brand new air base, the arrival of Reserve officers from all branches, newly assigned to the Air Corps for administrative duty, and the necessity for training some 2,000 odd recruits, present a situation calling for immediate action in the way of a refresher course, not only to "dust off" the instructors but to sift out material for building the training organization.

The problem at Bowman Field, Ky., may well be typical of what is happening or will happen at other new fields, and the following are, briefly, the initial steps taken to meet the problem.

The ultimate strength at Bowman Field is to be 2678 officers and enlisted men. Arriving early in December, the base commander found 120-odd new buildings, in various stages of completion, practically no roads, and lots of mud. A Quartermaster company arrived shortly thereafter, and officers began drifting in a few at a time, mostly from the Reserve Corps, and who were recently ordered to active duty. Practically every branch and arm of the service was represented. A staff was whipped together and began to function. Information regarding the troops to be stationed at Bowman Field began to trickle in. A formidable document, entitled "Distribution of G-4 Air Force Recruits Augmentation for '54 Group Program" indicated some 1,600 recruits would be trained at Bowman Field, and that the initial increment of 800 would be received in March. The total number was subsequently increased from time to time until it has reached over 2,200.

Because the enlisted personnel on hand were barely sufficient to carry on the normal functions of the base, and few were qualified to assist in the instruction of recruits, it seemed expedient to plan to conduct practically the entire recruit training schedule with officer personnel. An Infantry major was designated as the officer in charge of recruit training, with instructions to organize and conduct an officers' refresher course, in order to develop a group of high powered recruit instructors who could at least speak and understand the same language. At the same time, it was realized that all officers, regardless as to whether or not they would be assigned to recruit training, would derive considerable benefit from such a course.

The school was established in due course, the hours being from 2:00 to 4:00 P. M. on Monday, Tuesday, Thursday, and Friday, and all officers were required to attend. It was estimated that a six-week period was a sufficient allotment of time for such a course, but plans were made to shorten the course in the event the situation changed. The schedule was prepared to accomplish two objectives:

1. To review those general subjects which are essential elements of a troop commander's background.

2. To enable all officers to familiarize themselves with the new drill, exercise their lungs, and again acquire the habit of command.

The first hour of each instruction period was devoted to lectures. The following is a list of subjects covered during the course:

1. Training Objectives and Technique of Instruction.

2. Military Courtesies and Customs of the Service.

3. Organization of the Air Corps.

4. Company Administration.

5. Pistol.

6. Interior Guard.

7. Military Law and Court Martial Procedure.

8. Command and Staff Functions.

9. Defense Against Air Attack.

10. Riot Duty.

11. Defense Against Mechanized Attack.

12. Marches and Bivouac.

13. Maps and Aerial Photographs.

14. Security Against Espionage and Sabotage, given by a Federal Bureau of Investigation Agent.

15. Organization and Functions of Ordnance (AVN.)

16. Conduct of Passengers in Military Aircraft.

17. Instruction in Use of the Parachute.

The second hour of each instruction period was devoted to close-order drill, during which groups were formed into squads, and each officer was given frequent opportunity to instruct and command. Every drill period included a session of about 10 minutes on exercises in voice and command. In addition to close order drill, pack and tent drill were covered.

Throughout the course, every effort was made to provide the maximum opportunity for the individual officer to practice giving instruction, and to receive constructive criticism on the technique of instructing.

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FLIGHTS FROM THE CANAL ZONE

Three regularly scheduled tactical training flights of the Panama Canal Department Air Force recently took off from the Canal Zone on their respective missions. Off to the north flew Col. Charles B. Oldfield, in command of a flight of three Bombers. To the south flew Col. Ross B. Cole, in command of two Bombers, and off to the east, winging over the Spanish Main, went the France Field Commander, Col. Edwin J. House, in command of two Bombers.

Col. Oldfield carried as passengers two distinguished members of the high command of the Guatemalan Army Air Force, Lieut. Colonel Rodolfo C. Mendoza, son of the Chief of Staff of the Guatemalan Army; and Lieut. Arturo Ubico Altolaguirre, nephew of President Ubico, of Guatemala, both of whom completed a three weeks' tour of duty with the Panama Canal Department Air Force, during which they observed training methods at Albrook and France Fields and at Rio Hato. The high light in Col. Oldfield's flight was a buffet supper given by Lieut. Colonel and Senora Mendoza at their residence in Guatemala City. All of the Air Corps officers on the flight were present and met a distinguished group of Guatemalans whom Col. Mendoza had invited to his soiree.

Other passengers on the flight who made the round trip were Majs. Raymond Stone, A. G. D., Asst. Adjutant General, Panama Canal Department; Laurence W. Bartlett, G. S. C., Panama Canal Department, and Frederick M. Harris, Infantry.

The first leg of the flight was to Guatemala City, with a stop at Rio Hato, Republic of Panama. The return flight to Albrook Field was via Tegucigalpa, Honduras; San Salvador, El Salvador; Managua, Nicaragua; and San Jose, Costa Rica and thence to Albrook Field, C.Z.

In addition to Col. Oldfield, Air Corps personnel participating in the flight were Maj. Milton A. Stone, Hqrs. P. C. D. Air Force; 1st Lieut. Richard W. Simons, 2nd Lieuts. David V. Anderson, William J. Meng, Benson N. Munro, George B. Marvel, Tech. Sgts. Luther E. Johnson, John P. Sullivan, Staff Sgt. John E. Morgan, Sgts. Robert K. Napier, Joseph Balint, and Cpl. John F. Craigie.

Col. Cole flew to Lima, Peru, carrying as passengers two officers of the Peruvian military establishment, Maj. F. Chicizola and Lieut. J. Giannotti,

who had spent a month in the Canal Zone observing military training activities. A stop was made at Talara, Peru, both to and from Lima. In addition to Col. Cole, personnel participating in the flight were 1st Lieut. James H. Shea, 2nd Lieuts. James E. Lazenby, Robert E. Coulter, Frank C. Ziglar, Chas. J. Lamothe; Tech. Sgt. David C. McConnell; Staff Sgt. Marcello C. Diamentini; Sgts. Edward H. Nenno, and Edwin F. Brown.

Col. House led his flight to Havana via Caripito, Venezuela, and Borinquen Field, Puerto Rico, and returned via the same route. He was accompanied by 1st Lieuts. John D. Moorman, Thomas K. Hampton; Staff Sgt. Troy F. Waddell; and Sgt. Hobart M. Cunningham, and 2nd Lieuts. John P. Breckenridge, Nathan B. Hays; Staff Sgt. Wayman C. Hobson; and Pvt. Charles H. Link.

Lawson Field, Ga.

This field is a busy place these fine springlike days. With the five organizations stationed here - the 15th Bombardment Squadron (L); the 16th and 97th Observation Squadrons (C & D); the 62nd Air Base Group (Special) and the 501st Parachute Battalion, under the respective command of Maj. John P. Doyle, Capt. Philo G. Meisenholder, Maj. Reuben Kyle and Capt. Fred S. Stock, Air Corps, and Maj. Wm. M. Miley, Infantry, both flying and jumping activities have increased rapidly during the past few months.

The 16th Observation Squadron, now attached to the Second Armored Division, has been confronted with new missions. Although observation methods of securing information have not changed and it is still necessary to go out and see something in order to report it, the technique must be modified to conform to the ever changing conditions of war and armament. This is just what the 16th is doing, and today it presents many interesting developments.

Where normal divisions in the past required about a full observation squadron to function properly on separate missions, it has become evident that this hard-hitting, fast-striking armored force is going to need much more aviation than formerly, and a variety of types as well. Liaison, observation, pursuit and attack or light Bombers will be needed on certain missions.

Bearing this in mind and the fact that the 16th is now equipped with one O-49, six O-47A's and two B-10's, one can well understand the variety of flight training and diversity of mis-

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sions the squadron is called upon to perform in the cooperative training of this unit and the armored force.

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FLIGHT BY LAWSON FIELD PERSONNEL

All the officers and nine enlisted men of the 15th Bombardment Squadron (L), commanded by Maj. John P. Doyle, Jr., recently participated in a six day unit training flight, March 12-17, which took them over a large part of the eastern United States. Leaving Lawson Field early on Wednesday morning, and working separately on flight missions enroute, the Squadron reassembled at Nashville, Tenn., for servicing. The first day's trip ended at Patterson Field, Ohio, where the personnel spent two days and visited points of interest around Wright Field and Dayton. An added attraction was a simulated dog fight between a Bell P-39 and Lockheed P-38.

On Saturday morning, the flight took off for Mitchel Field, working assembly problems enroute. The boys took in the "Big City" that night and departed Sunday for Bolling Field where they spent the night. The trip ended Monday afternoon with a formation flight to Lawson Field, via Charlotte, N.C.

Officers and enlisted men participating in the flight, in addition to Maj. Doyle, were Capt. John R. Kelly, 1st Lieuts. Lonnie E. Martin, William E. Eubanks, Harold W. Ohlke, Henry P. Bacto, Yancey S. Tarrant, William C. Odell, 2nd Lieuts. William R. Purington, Howard G. Cook, James R. Smith, Donald P. Hall, John L. McLean, Ivan W. Eveland, Harry Hogan, Crie O. Schurter, George L. Thomas, Tech. Sgt. Shaw, Staff Sgts. Jones, Bledsoe, Jenkins; Sgts. Cagle, Kassabian, LeDoux; Cpl. Crowe; and Pvt. 1st Cl. Beasley.

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FLYING OPERATIONS AT MACDILL FIELD

Squadrons of the 29th Bombardment Group, despite the present shortage of airplanes, have adopted a plan whereby they take turns in operating at full strength. To further the experience obtained on missions conducted by these squadrons within the past four months, airplanes are being interloaned among them, so that once each week at least one squadron within the Group receives its full complement of airplanes for practice purposes, thus affording the opportunity to stress teamwork on actual tactical problems, whether they be navigation, bombing, gunnery, or a

combination of the three.

A new Group training directive appeared on March 1st, and an intensive program was immediately initiated to qualify more bombardiers and aerial gunners than has been accomplished in the past. Operations and Engineering sections have been cooperating successfully in an effort to fly each bombardment airplane a minimum of 100 hours per month. Complete combat crews man the planes on tactical missions, and the same crews fly the planes day after day without interchanging personnel.

Foremost among the recent activities of the 52nd Squadron of the 29th Bombardment Group was the flight on April 4th of four airplanes to Lowry Field, Denver, Colo. A world of experience was obtained by the 16 pilots participating in this flight in the form of flying through electrical storms, rain and snow, high altitude mountain flying, rendezvous, formation work, and flight operations from high altitude fields.

Latest developments on bombsights and bombing procedure were available to the pilots and bombardiers during their stay of four days at Lowry Field. The highlight of the trip was the formation flight from Albuquerque to Denver at 20,000 feet, with the pilots making individual instrument letdowns at Denver through snow and rainstorms, and dodging in their spare moments United Airlines and the 14,110 ft. Pike's Peak.

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PRIVATE "WAR" BY 9TH BOMBARDMENT SQDN.

The 9th Bombardment Squadron of the 7th Bombardment Group, Fort Douglas, Utah, had a "private little war" all of its own recently by moving into the field at Hill Field, Utah.

Six B-17D airplanes were used against the "enemy" forces invading from the West Coast. Missions, including demolition and light bombardment, were scheduled at all hours of the day and night.

The maneuvers proved very helpful and beneficial in every respect, since they gave the younger flying personnel an idea of conditions which may be encountered in actual combat and an opportunity to participate in the operation of a tactical squadron.

The air base groups traveled by motor to Hill Field and set up a temporary camp site for the tactical units which traveled by air.

Despite very unfavorable weather conditions, the two-days' maneuvers were very successfully carried out.

V-8838, A.C.

PERSONNEL

THE LONG AND SHORT OF IT

When other service organizations feel they have established a record, Kelly Field personnel merely look at it and snort: "Gosh! Is that the best they can do!"

Kelly Field readily admits that most are men of fair size, but suggests that they be permitted to grow up a bit before advancing the claim that one of them is the tallest man in the service or the owner of the largest pair of feet ever to do guard duty.

Without the necessity of extending itself to surpass these claims, Kelly Field presents its second best candidate in the person of James J. Johnson, who is 21 years of age, six and one-half feet tall, and who should walk off with the blue ribbon. Against stiffer competition, however, Kelly Field can proudly present its Champion of Champions - "Pee Wee" James B. Cook, of the 331st School Squadron, whose altitude is six feet, seven inches, and who wears size 15-C shoes. A special requisition to Washington was required in the endeavor to secure a pair of shoes big enough to fit him. According to the Commanding Officer of the 331st School Squadron, Lieut. R.L. Williams, "A little more delay and we would have had to wrap a couple of tents around his feet."

For a "short man" contest, Kelly Field can offer Acting Corporal (and a tough one, too) E. M. Sonnen, whose height (five feet, one inch) equals the claim of most posts in this event (tied, but not beaten). Can you imagine these two giants taking orders from the little fellow?

Kelly Field wonders if any organization can equal or eclipse this record.

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OUTSTANDING SOLDIER CONTEST

In a contest recently conducted to select the outstanding private soldier in the Panama Canal Department from among the various branches of the service, Pvt. 1st Cl. Lonnie Leonard Carter, of France Field, gained that distinction by the vote of a board of officers, headed by Lieut. Colonel Rex K. Stoner, Air Corps. Pvt. Carter, who has been in the service 14 months and is 28 years of age, holds the rating of Air Mechanic, 2nd Class. A native of Texas, he graduated from the Windham, Texas, High School. Prior to joining the Army, he was an insurance agent. He is a good all-around athlete, and better than average amateur photographer.

He is of military bearing without being rigid, and represents the average clean-cut type of young American. As such, he was selected to represent the Air Corps in what facetiously is called the "beauty contest."

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FUTURE FLYERS HAVE MILITARY EXPERIENCE

A recent survey disclosed that an unprecedented number of Flying Cadets with previous military experience are receiving pilots' training at Randolph Field, Texas.

Out of 395 Flying Cadets in the lower class, 174 reported service in some branch of national defense before arriving at Randolph Field. The remaining 221 were civilians.

Of the 174 students, Reserve Officers Training Corps work claimed the attention of 127 - the largest single group in the previous service classification. Twenty-eight had seen duty in National Guard organizations of their respective States, 11 were members of the U.S. Officers Reserve Corps and one each had been in the Naval Academy, Annapolis, Md.; the Marine Corps; the Marine Corps Reserve, and the U.S. Navy Reserve.

Four of the class had enlisted in the Regular Army before applying for a Flying Cadet appointment.

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LATIN-AMERICAN OFFICERS TRAIN WITH AIR CORPS

Five Venezuelan Army officers, undergoing a three months' refresher course at Randolph Field, Texas, handled for the first time, on March 24th, the controls of the Army Air Corps sleek new basic training planes.

The training of the Latin Americans is to run concurrently with that of 392 Flying Cadets of Class 41-E. Again, on April 24th, the "West Point of the Air" will become the temporary home of five more officers from Venezuela, who are assigned to train with the next class of Flying Cadets.

Venezuelan officers starting training on March 24th were: Maj. Jorge Marcano, Lieuts. Luis Calderon, Felix Moreno, Raul Sierralta and Antonio J. Maldonado.

Since the establishment of flying training by the Army in 1922, more than 100 foreign officers, mostly from Latin-American nations, have taken these courtesy courses at the Air Corps schools in Texas.

PERSONNEL

FLYING CADETS - JACKS OF ALL TRADES

Yesterday a miner - today a Flying Cadet - tomorrow a pilot in the Army Air Corps.

Morton A. Boss, of Bisbee, Ariz. is only one of nearly 400 Flying Cadets in Class 41-F, latest arrivals at Randolph Field, Tex., for basic training. Slightly more than 10 weeks ago, he was in the mining business, after receiving a degree at Arizona State Teachers College, at Tempe. The urge to pilot one of Uncle Sam's sleek monoplanes, however, completely changed plans for the future. Thirty weeks from the time he laid away his mining papers, he will become one of Uncle Sam's defenders of the skyways.

Boss is not the only Randolph Field Flying Cadet who did an "about face" from earlier plans. Herbert N. Henckell, Jr., of Cairo, Ill., is a registered pharmacist. Herbert H. Hill, of Little Rock, Ark., an established attorney, received his law degree in 1938; Walter T. Snow, of Hartshorne, Okla., was a zoology instructor at Baylor University.

Ranching struck the fancy of Fred T. Mahoney, of Mulett, Wyo. Clarence L. Marthey, of Canton, Ohio, was a seaman. Already a 2nd Lieut. in the Infantry, Harold M. Moore, of Tabb, Va., decided to become a pilot also.

James W. Ingram, of Fieldon, Ill., and Gerald F. Dunn, of Yakima, Wash., were newspapermen. Radio announcing attracted Robert W. O'Brian, of Logansport, Ind., while photography was the profession of Boyd J. O'Donnell, of Bakersfield, Calif.

A young man from Fullerton, Calif., Preston L. Renison, was a life guard and florist. Edward M. Osander, of San Francisco, Calif., a blood donor, labored as a longshoreman and teamster.

James E. Samuels, of Phoenix, Ariz., found time to play polo, although he was a junior college teacher and co-owner of a lumber company. Beating drums for dance bands was the specialty of Raymond T. Sullivan, of Madison, Wisc.

Even the "law" decided to try blazing a trail across the clouds. Louisiana State Police lost a good man in Edward D. Black, of Natchitoches, La. Fred J. Sill, of Monroe, Mich., gave up criminal investigation. Paul W. Shaffrath, of Seattle, Wash., was a ranger in Mt. Ranier National Park, while Earl S. Miller, Jr., of Norwalk, Ohio, turned in his badge of an agent for the internal revenue department.

RETIREMENT OF L.E. BUSSEY

A pioneer of the aviation industry, one who helped build the first group of aircraft engines on a production basis in this country, and who ever since has had an active hand in the development of aircraft engines for the United States Army, retired from active duty because of ill health on March 31, 1941.

Le Baron E. Bussey is widely known for his natural skill and mechanical ingenuity, a recognition he won from the time he took up his profession. In all the fields in which he has been engaged, from bicycles and automobiles to aircraft engines, he has made marked contributions. He could always make anything mechanical his superiors could describe and, in turn, could direct his subordinates in the fabrication of any type of mechanical device for which he recognized a need, or which a development program required. As Superintendent of the Power Plant Laboratory, Wright Field, Dayton, Ohio, his last position, he was looked upon as little less than an artist in his own right.

On reviewing the various aspects of Mr. Bussey's career, unrelated as they may appear, and the goal finally attained, it would seem that each position was a phase of a previous, well-formulated plan.

It is a far cry from a circus to the field of aircraft engine development; however, Mr. Bussey's first job, which was with a circus, eventually led him to one as a jockey at county fair tracks, from that to bicycle racing, and then, following his natural instincts, to the building of special racing bicycles.

It was almost ten years later that he began work in the automotive industry, having prepared himself by accepting positions as a machinist in various shops throughout the country. He grasped the fundamentals of mechanics easily and had no trouble with creative mechanics, because of his initiative and skill, and his unwillingness to believe that there was anything mechanical which he could not make.

In 1902, Mr. Bussey began work on internal combustion engines at the Olds Motor Works, Detroit, as an assembler of stationery gas engines. Later he transferred to the automotive division, where he worked at engine and automobile assembling and final testing of the curved-dash single-cylinder automobile, the first one to be placed into quantity production in this coun-

PERSONNEL

try.

From 1904 to 1911, he was part-owner and mechanical superintendent of the B. & O. (Bussey and Ohmstead) Auto Line, operating auto sightseeing cars in Detroit, Michigan, which, incidentally, was the first sightseeing bus line in Detroit. From 1911 to 1917, Mr. Bussey was foreman of the machine and assembly shop in the experimental department of the Hudson Motor Car Company. The last three years of this time were devoted to supervising the construction of special contest cars for dirt track and speedway racing, hill climbing, cross-country and endurance contests.

During the construction and tests in 1917 of the first twelve experimental Liberty aviation engines, Mr. Bussey served for three months as assistant foreman of the experimental department of the Packard Motor Car Company. This was the initial step prior to beginning the first quantity production of aircraft engines in this country. This job nearing completion late in that year, Mr. Bussey came to McCook Field, Dayton, Ohio, and since that time he has served both at McCook and Wright Fields in such capacities as foreman of engine assembly; assistant chief, power plant laboratory; chief, mechanical unit, power plant laboratory, and superintendent, power plant laboratory.

From the time of his initial employment up to the time of his position of superintendent of the power plant laboratory, Mr. Bussey's progress was due, not to his years of service, but to his natural ability and personal attributes. In no small a number of instances he has been known to design and build equipment, tools and machinery, the necessity for which had arisen when they were not commercially available. He has never assigned anyone a task which he himself could not have as competently accomplished.

And so, it is with deep regret that Wright Field, and the Air Corps in general, bids Mr. Bussey farewell from active duty. He takes with him the good wishes of his friends and fellow-workers for improved health and happiness, also an experience, skill and ability which the Materiel Division will find hard to replace.

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Albrook Field:

First Lieut. Clinton C. Wasem, Air Corps, in command of a detail of twelve enlisted men, recently departed enroute to Mitchel Field, N. Y., where the men will receive special training in the maintenance of Pursuit airplanes. It

was stated that, upon completion of their training, these men will be returned to their Canal Zone stations to instruct other mechanics in airplane maintenance. The men detailed to this duty are as follows: Master Sgt. Horace G. Waters, Tech. Sgts. Urban J. Horst, William M. Morris; Staff Sgts. Mathew J. Muldoney, James L. Reidinger, Mike Sike, Sidney L. Elston, Louis Grille, Louis Zarbo, M. H. Delancy, Marion E. Welty, and William Quigley.

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OUTSTANDING ATHLETES AMONG CADETS

In connection with athletics, Flying Cadets sporting less than three college athletic sweaters almost are ashamed to display them around the field these days.

When a student-pilot like Ralph G. Martin, of Detroit, Mich., dons three sweaters and packs eight more under his arm, other former athletes suddenly decide that it has become too hot for just a single garment.

Martin is the "leading man" of the lower class, having lettered four years in football, three each in both track and tennis, and one in basketball at Olivet College in Michigan.

At least half of Randolph Field's 800 Flying Cadets competed in college athletics. Many found success in three or four sports, so enough sweaters are stacked at the huge military airdrome to outfit the whole group.

Henry O. Null, of Los Angeles, Calif., did all right at California State Poly. He won eight sweaters.

Roy Robertson, of Caroleen, N.C., out of Wofford College, and Aubrey D. Taylor, of Milmine, Ill., former ace at James Millikin U., received seven sweaters apiece. An ex-Cornell College performer, William S. Watson, of Chicago, and Herman J. Steinhoff, future aviator from Williamstown, Mass., each won seven. Steinhoff left the usual sports channel to win fame in soccer, lacrosse and swimming.

Members of the lower class, known as 41-F, who won at least six college awards include Albert G. Arnold, of Montgomery, Ala.; Joseph R. Aldendifer, of Lincoln, Ill.; Homer W. Lear, of Clare, Mich.; Timothy W. Donohue, of Springfield, Mo.; William J. Feiler, of Gladstone, N.D.; Earl S. Miller, Jr., of Norwalk, Ohio; Joseph A. Viger, of Shelton, Wash., and Walter R. "Waddie" Young, Ponca City, Okla., the All-American from the U. of Oklahoma.

In the field of professional athletics

the Randolph Field Correspondent guarantees that the Flying Cadet Detachment will produce the athlete, and an exceptional one, too, for any sport one may name.

In fact, the latest class of Flying Cadets to report at the Basic Flying School is spiced with athletes who have "cashed in" on their ability or knowledge in the sporting world.

Take Flying Cadet Walter R. Young, of Ponca City, Okla., or Cadet Charles T. Gelatka, of Chicago, Ill., for example. Both were "in the money" as professional football players when they decided to become Air Corps Flying Cadets. In 1938, Young was an All-American end at the University of Oklahoma, while Gelatka was one of those rough-and-ready tackles at Mississippi State.

Billy B. Southworth, of Columbus, Ohio, son of Bill Southworth, manager of the St. Louis Cardinals in the National League, gave up "swings" for a chance at "wings." The former Ohio State athlete excelled as a baseball player and made the grade in several circuits, the last one being the Class AA International League.

Then there are Lloyd G. Clark, the professional golfer from Kansas City, Mo.; George L. Green, Evanston, Ill., swimming professional, who was one of Northwestern University's greatest aquatic stars; Clyde S. Shields, Aberdeen, S. D., boxer, who won the inter-collegiate heavyweight championship at Northern State Teachers College of South Dakota before turning professional, and Herman J. Steinhoff, Williams-town, Mass., All-American soccer player while at Springfield College.

Professional swimming also is represented by several California Cadets, who left positions as life guards on that state's famous beaches to join the Air Corps.

Cadet James E. Samuels, who received a master's degree after studies at San Diego State, Arizona State, Northwestern, and Southern California Universities, played polo seven years and also served as an instructor.

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R.A.F. "ACE" VISITS CAL-AERO

Air Marshal W.A. Bishop, V.C., D.S.O., who during the World War engaged in 170 aerial battles and is credited with bringing down 72 enemy airplanes, was a distinguished visitor at the Air Corps Training Detachments, Glendale, and Ontario, Calif., late in April.

The ranking Royal Canadian Air Force officer spent several days as the guest

of Maj. C.C. Moseley, operator of Cal-Aero Academy and Curtiss-Wright Technical Institute, Air Corps contract schools. Air Marshal Bishop was the guest of the Los Angeles Chamber of Commerce at an aviation banquet.

Needless to add, Flying Cadets of the Glendale and Ontario detachments experienced a considerable thrill in meeting the man who is probably the greatest living "Ace."

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ACTRESSES VISIT AIR CORPS STATIONS

Two prominent figures among the gentler sex, Ruth Chatterton, titian haired stage and screen star, and Brenda Joyce, screen actress, the star in such hits as "Public Deb No. 1" and "South of Suzy," recently visited Army Air Corps stations.

Miss Chatterton greeted hundreds of Maxwell and Gunter Field men on the evening of April 17th at the Soldiers' Center, Montgomery, Ala. She told the men, forming the ground forces for the Southeast Air Corps Training Center, that their cheerfulness and "willingness to serve" were even more pronounced than in other sections of the country. The actress, herself a pilot of six years' experience, wore slacks and dark glasses, and making her way through a sea of soldiers to a balcony she told them informally that "To be a flier is the greatest ambition in the world."

Col. Albert L. Sneed, Commandant of Maxwell Field, welcomed the actress, in addition to the mass welcome by twenty truckloads of enlisted men.

Miss Joyce, while on a tour to Salt Lake City, Utah, where she appeared before a large audience in behalf of the Greek War Relief Fund, visited Ft. Douglas, Utah, being escorted through the base by Lt. Col. Earl H. DeFord, Commanding the 7th Bombardment Group. She and Miss Lillian White, her traveling companion, were given an opportunity to look over the huge bombing planes. Both stated they had never seen anything so large in their lives. Miss Joyce's attention was turned from the planes only once when a small scout car, known as a "Blitz-buggy," was driven by, whereupon she immediately wanted to drive it.

Following her tour of inspection, Miss Joyce autographed a B-17B of the 7th Bombardment Group, and going up into the radio control tower she gave orders to several planes on the ground. After lunching at the Officers' Mess, she waved a fond farewell to the officers and men, promising to visit them again on her next trip to Salt Lake City.

V-8838,A.C.

I N S U R A N C E

QUESTIONS AND ANSWERS RELATING TO SERVICE LIFE INSURANCE

By Waddell F. Smith, Major, Air Corps.
Military Personnel Division, O.C.A.C.

QUESTION: Can my U. S. Government Life Insurance policy be paid in installments to my beneficiary in event of my death?

ANSWER: Yes. All U. S. Government Life Insurance Policies are paid to the beneficiary in a lump sum unless the insured elects during his life time how the proceeds shall be paid and then the method of settlement he elects is a compulsory settlement. However, he may cancel the provision or change it at any time during his life time. If the insured makes no election, then the beneficiary may elect to take the proceeds in installments instead of a lump sum. However, since few beneficiaries will avail themselves of the opportunity, the insured should prescribe the method of settlement during his life time.

Option No. 2 in the policy provides for a limited number of monthly payments. The amount of the monthly installments depends on the number of months selected, which may be from 36 to 240 months. The installments are computed by figuring in 3½% interest in advance and the table of amounts of monthly installments are in the policies.

Option No. 3 provides for a monthly payment to the beneficiary every month for life. The amount of the monthly income is determined by the age of the beneficiary at the time of the death of the insured. Two hundred and forty such installments are guaranteed and should the beneficiary die after the insured and before receiving at least 240 months installments, then the remaining installments will be paid to the contingent beneficiary. This option has the advantage of a guaranteed monthly income to the beneficiary, so long as the beneficiary lives.

A Safe Investment

These options should be utilized by insured personnel. A widow can rarely invest a lump sum of money with the same degree of safety and get 3½% interest on it. Even though a beneficiary should be frugal and not given to reckless spending, there still is the ever present possibility of improperly investing a lump sum of money. United States Government Life Insurance is a sound medium for the insured to create an estate, therefore it should be equally as sound in conserving the estate for the beneficiary. No reference has been made to National Service Life Insurance which is the form of insur-

ance issued in the service since October 3, 1940. This insurance is made payable to the beneficiary in installments without any action on the part of the insured. Any installments that may be due a beneficiary are not subject to attachment for debts of a beneficiary.

Guardsmen Eligible

QUESTION: I am a National Guardsman. Am I entitled to buy National Service Life Insurance?

ANSWER: The National Service Life Insurance Act of 1940, passed October 8, 1940, permits anyone who is ordered into active service for a period in excess of thirty days to apply for National Service Life Insurance. All personnel of the National Guard that have been inducted into Federal service under existing law are entitled to apply for this insurance. Application must be made however within 120 days of induction.

Selective Service enrollees in active service and members of the Officers Reserve Corps and the Enlisted Reserve Corps who are ordered into active service for a period in excess of thirty days are also eligible within the 120 day limit. Officers in the Regular Army are eligible only within 120 days of commission. Upon promotion an officer is not given a new chance to apply. Enlisted men in the Regular Army may apply within 120 days of enlistment and each reenlistment. Aviation Cadets who failed to apply for any National Service Life Insurance or the maximum of \$10,000 may make a new application for the insurance or the balance to make a total of \$10,000, only after discharge to accept a reserve commission, and then must apply within 120 days of effective date of extended active duty.

QUESTION: I am in the Regular Army and have a \$10,000 U. S. Government Life Insurance Policy to which I have added the special disability clause. If I am retired from the service for disability will I be automatically granted the benefits of this disability clause?

ANSWER: No, not automatically, as retirement from the Military Service is not *prima facie* evidence of total disability. Every U.S. Government policy contains a provision that if the insured becomes totally and permanently disabled, then the premiums are waived and the face amount of the policy is

paid to the insured in installments. It is obvious that retirement is necessary to qualify for this benefit, as any total and permanent disability would mean retirement.

Disability Benefits

Retirement for disability generally presumes a permanent disability but not necessarily total. In order to qualify for total and permanent disability the insured must satisfy the medical examiners of the Veterans Bureau that the disability is total. Therefore, it may be possible to be retired for disability and not be allowed this benefit. When an insured has added the special disability clause, for which he pays an extra premium, he still may not expect automatic qualification in event of retirement. Though the special disability clause does not require permanent disability, it must be total disability for a period in excess of 120 days. There are cases on record of Air Corps officers who have collected the special disability payments for long periods, but who were not retired and who subsequently returned to a duty status. Although there is some misunderstanding which the foregoing explanation may clear up, anything said should not be considered derogatory to the value of this special disability clause.

The disability clause covers disability from any cause, whether sickness or accident, and it is an especially good value for its coverage in event of disability from aircraft accident and from disability incurred in war service. Anyone who has a policy of U. S. Government Life Insurance is authorized to add this special disability clause to his policy and should do so. It is equally as good a value as the insurance itself. Write the U.S. Veterans Bureau, Washington, D. C., and ask for information and rates, giving your policy number.

QUESTION: What is the difference between U.S. Government Life Insurance and National Service Life Insurance?

ANSWER: United States Government Insurance was instituted during the World War to afford protection to the armed forces during the war. After the war the privilege of purchase of the insurance was extended to service personnel, and to war veterans in civil life. Recognizing the insurance needs of the armed services in the present emergency, Congress passed the National Service Life Insurance Act of 1940, and subsequent to October 8, 1940, National Service Life Insurance has been available. Both forms are guaranteed by the

United States as a general obligation of the Government and both are administered by the Veterans Administration. Premiums in each case are paid to the Veterans Bureau. These are the only two insurance bodies that are official governmental functions.

Policy Can Be Reduced

QUESTION: If I buy the full \$10,000 of National Service Life Insurance, then can I later reduce the amount of insurance if necessary?

ANSWER: Yes. The amount of insurance can be reduced at any time to any amount of \$1,000 or more. However, if less than \$10,000 is initially applied for, then the amount may not be increased except upon reenlistment in the Regular Army or upon being reordered to active duty. If an individual feels that \$10,000 may be too much insurance to carry permanently, the full \$10,000 still should be bought if possible in order to have the full amount of protection during the emergency. Any time after one year, and before expiration of five years, the insured can convert any part of the insurance to one of the three permanent forms. It is even permissible to convert any amount desired and still continue the balance as term insurance for the remainder of the five years. It is also possible to convert part of the insurance to one plan such as Ordinary Life and another part to 20-or 30-Payment Life.

QUESTION: What provision is made in National Service Life policies in event of disability?

ANSWER: If the insured becomes totally disabled for six months or more, then the premiums on the policy are waived for life or as long as the disability lasts. In event of death any premiums so waived are not deducted from the face amount of insurance. This disability clause is granted to all National Service Life Insurance policy holders without extra charge.

Hasn't Received Policy

QUESTION: I applied for my National Service Life Insurance a month ago and have not yet received my policy. When should I expect it?

ANSWER: Up to April 19, 1941, the Veterans Bureau had received 336,000 applications for a total volume of \$1,150,806,720 of insurance. It takes time and great care to process all these applications accurately. However, the Veterans Bureau is getting out individual certificates to applicants, acknowledging the insurance liability of the Government and they generally reach the applicants within thirty

(Continued on page 22)

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"THE 1000TH INDORSEMENT"

You must learn the Army's patter.
Other language does not matter.
One is really quite benighted
Unless, "your attention is invited."

Every general has his standing
Though not all generals are "commanding."
Even generals softly purr,
When "requested" to "concur."

If lower ranks should breathe defiance,
Return the papers "for compliance."
If all question is removed,
Just write the single word "approved."

When you reach indorsement fifth
The papers are "returned herewith."
Many things are made effective
Embodyed in a short "directive."

It may give you satisfaction
To request "immediate action,"
Following these words as they stand
With an impressive "By command."

Other words on which you've doted
Are "duly" and just simply "noted."
Remember three-forty AR dash fifteen
Contains much more than you have seen.

If one continues in this strain,
Perhaps the reader will complain,
But the language of a J.A.G.
Is most impressive sir, to me.

- Anxious to Learn, from Army & Navy Journal
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OVERSEAS SERVICE

The following extract of telegram from The Adjutant General, dated April 12, 1941, is published for the information of all concerned:

"All existing instructions which require that an enlisted man must volunteer for service overseas or have parental consent before being sent overseas are revoked."

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UNWELCOME VISITOR "AIRS" PLANE AND PILOT

Skunks, apparently, don't know the rules.

A Flying Cadet at Randolph Field, Texas, recently took off for a solo practice flight.

At 1,500 feet, the unmistakable odor of a polecat oozed up from the plane's nether portions. A hurried inspection revealed that the "kitty" had concealed itself between the pilot's seat and the side of the craft and was wending an odorous way toward the ship's controls.

Ordered back to the field by the radio control tower, the student pilot described his predicament, declaring he preferred to maintain straight and level flight to prevent disturbing the animal. Back came a terse: "Get rid of it - ignore usual traffic rectangle."

He did, but an hour later. It was that long before the pilot dared to manipulate the controls. Then he opened the glass cockpit enclosure, inverted his plane and said goodbye to the unwelcome companion as it "breezed" past him earthward. Can you guess the Cadet's new nickname? It's St-nky!

PREDICAMENT OF A PROSPECTIVE CADET

Officials of the Cal-Aero Training Corporation, Oxnard, Calif., recently received a communication from an individual of Dawson Springs, Ky., which reads as follows:

"Gentlemen:

"I'm broke & need \$15.00 to transport myself & feed my mug while in Cincinnati taking Cadet exam, about May 1. See if the boys won't make up a pot and lend it to me.

"Thanks

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CZECH-AMERICAN SOLDIER SPEAKS NO ENGLISH

A soldier connected with the Air Corps and stationed at McChord Field, Wash., cannot speak English, strange as it may seem.

This soldier, Pvt. James Spulak, stated to his interviewer, through an interpreter conversant with the Bohemian language, that he was born in Chicago, Ill., 25 years ago, and returned with his parents to their native country, Czechoslovakia, when he was 3½ years of age. He remained there until just before his 21st birthday, when he returned to the United States in order not to lose his American citizenship. The English language is almost foreign to him, but he has mastered enough of the tongue to understand all the commands. "One can learn to execute a command more from the tone of the voice than from the words," he stated.

A short stocky youth, Spulak's broad face and high cheek bones plainly showed his Slavic ancestry, and he seemed a likeable and intelligent chap. Explaining his presence in this country, he said, very suggestively, "When Hitler came over, I came to America." He spoke very interestingly of his trip out of Czechoslovakia, stating that he had no trouble getting out of Germany, but that he was not allowed to take any articles with him. Food was issued to everyone, and no one was allowed to have more than his portion. For dinner, each was allowed one egg, a small piece of toast and one cup of coffee.

Pvt. Spulak volunteered into the Czech Army in 1934, at the age of 18, and served in the Czech Air Corps as a mechanic. He said that this training is compulsory and is something like our National Guard. Asked for a comparison of the Czech Army with the American Army, he said that the only difference was that they used a 36-inch step in drill instead of our 30; and that the discipline, the rankings and the ratings were about the same.

Pvt. Spulak, who was drafted into the Army under the Selective Service Act, praised the food, the pay and everything about American Army life. "I think the United States Army is the best Army in the world," he said. As to making the Army his life work, he seemed uncertain. Finally, with a fatalistic, typically Slavic shrug, which spoke eloquently, he said: "I may if I can learn to speak English well enough. It's a handicap not to be able to talk to your comrades. I want to learn as soon as possible. I also want to go to school and study. If I can get it in the Army, I'll stay."

Prior to being drafted, Pvt. Spulak was a barber. He is a member of the 363rd Ordnance Company, 54th Ordnance Battalion (Aviation).

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SPLIT-SECOND ASSAULTS
WITH PARACHUTE TROOPS

Using newly developed equipment and launching techniques, parachute troops can be dropped from low-flying transports with amazing speed and accuracy.

Twelve troopers with full equipment can be launched from one transport in 10 seconds. Additional supplies of ammunition, guns, food, and water can be dropped at will in new type aerial delivery containers developed and tested at Wright Field.

Jumping from an altitude of 350 feet, the accuracy with which troops can land on a predetermined spot adjacent to a military objective is far greater than that of the exhibition artist who jumps from greater heights and lands somewhere inside the county.

Speed, surprise, and controlled mobility are attained only after hard periods of practice formation jumps with full field equipment. Parachute troopers, to be clear of the transport within 10 seconds after the signal is given for the first man to jump, must move with the speed and precision of a well-drilled football team through the sequence of actions shown in the

(Continued on Page 20)



Fig. 1

Figure 1
QUICK RELEASE HARNESS - Conventional parachute harness must be unfastened at three points. Quick release harness for parachute troops permits them to go into action instantly on landing, saving precious time. To operate it the trooper twists a disk (center) which cocks a spring mechanism. On landing, a brisk slap on the disk releases the fasteners, and allows the trooper to wriggle free in one movement.

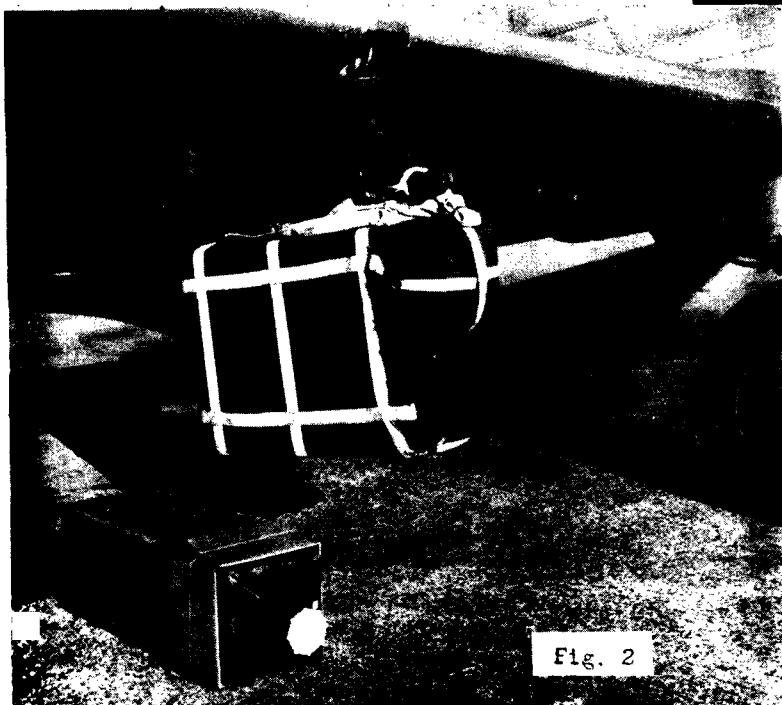


Fig. 2

Figure 2
EXPANDABLE AERIAL DELIVERY - Food, additional guns and ammunition, and water can be dropped to parachute troops in loads up to 200 pounds in this adjustable container. The rubber bottle (foreground) is for liquides. In large scale maneuvers, such delivery containers would be stowed in large transports rather than on the external bomb rack of a fighter as shown here.



PARACHUTES AUTOMATICALLY OPENED -
To eliminate errors in judgment that could be fatal in low jumps, a 12-ft. web strap attached to the parachute pack is snapped to the steel cable (top). When the trooper jumps, this strap yanks the cover off the pack, automatically releasing the parachute. Straps and covers, blown aside by the airstream, are pulled back into the plane after all parachute troopers have jumped.

accompanying photographs.

Advanced experimental equipment to expedite aerial delivery of supplies, and to assist parachute troopers on night missions, are military secrets which cannot be divulged.

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EXPERT COLOR SHOOTING

By Arden Strang

Hans Groenhoff, well known New York aerial photographer, came to Wright Field recently to obtain, by special permission of the War Department, color aerials of certain airplanes under routine flying conditions.

Mr. Groenhoff, whose color photography appears frequently in Colliers, Life, The Sportsman Pilot, Popular Aviation, and other magazines, obliged pleasantly when many officers, who make a hobby of color photography, pressed him for pointers on how to make aerial color shots which would measure up to the Groenhoff standard.

Watching him at work in the air, it looks incredibly easy. He used a battered Speed Graphic, Kodachrome and a haze filter. Although the weather was clear and the sun bright, it was usually necessary to climb to 6,000 feet to get above the haze and smoke which lies over the Miami Valley.

With a 4.5 lens, he works from an aver-

age exposure of 1/100th at 5.6 with full sunlight for bright colors, and prefers to leave the speed constant and change the opening to meet varying conditions.

Basically, he has three rules: first, the light intensity increases with altitude, and clouds reflect much light, so it is necessary to stop down accordingly; second, his settings for darker (or camouflaged) airplanes is between 4.5 and 5.6, and for bright all-metal airplanes, between 5.6 and 8; third, when shooting straight out or up from the photographic ship, he uses less exposure than when shooting down, because there is less light towards the ground.

According to Mr. Groenhoff, if you want to show detail, it is better to shoot through an open door or window, but if it is necessary to shoot through glass, or plexiglas, get your lens as close as possible to it without touching, and hold the camera steady, elbows in tight, or else the vibration of the ship will blur the picture. He added that he wouldn't think of making a color shot on the ground without a light meter, but never uses one for aerials.

The F-2 in which he was flown proved an ideal airplane in which to work and was fast enough to keep up with the several very speedy airplanes included in the series: B-26, B-25, B-24, R-23, R-18, B-17B, (Continued on page 22)

**ADDITIONAL PRESSURE CHAMBER
FOR WRIGHT FIELD**

To supplement the pressure chamber of the Wright Field Aero Medical Laboratory, which for the past several years has been of such special interest to scientists and students from all parts of the country, a contract has been let for a new low pressure-low temperature chamber for the use of the entire Equipment Laboratory of the Materiel Division. This is the first known test chamber in this country to incorporate both air-evacuation and refrigeration elements.

In its dual capacity of providing atmospheric pressures and temperatures simulating those found between sea level and 40,000 feet, the new chamber will afford an opportunity of obtaining data regarding not only the physiological reactions of flying personnel but also the effects of frigid temperatures and reduced air pressures, with the changes encountered in flights to the substratosphere, on instruments, armament and other equipment. Heretofore such data have been procurable only through flight tests.

Cylindrical in shape and constructed of welded steel, the new chamber will be 7-1/2 feet in diameter and 20 feet long. In general design it will resemble the existing chamber which, however, is much longer - 31 feet. Old and new chambers have two individual compartments, which can be used independently, and which are separated by a bulkhead forming an air-lock entrance.

In the new chamber the larger compartment is 16 feet long, the smaller 4 feet long. Entrance is by an outwardly opening heavy steel door installed in the end of the smaller compartment. The door in the bulkhead separating the two compartments will swing into the smaller compartment. Six observation ports, each 12 inches in diameter, with nonshatterable double glass windows, an air space between the double glass, will be located on the horizontal centerline of the chamber - one at the closed end, two on each side of the larger chamber, and one in the smaller chamber. Ports 6 inches in diameter will be located in each door. So much for the general appearance.

The interior of the chamber will be equipped with fluorescent lights, altimeters, rate of climb gauges, clocks, and thermometers. Benches will be hinged along the walls of the larger compartment, and teletalk or a similar communication system between the interior and exterior will be provided.

The refrigerant used will be nontoxic and nonirritating and will provide a controlled temperature through a range of 25° C. to -65° C. The question of obtaining the rapid temperature changes in the laboratory which are encountered in actual flight has always been a greater problem than simulation of air pressure changes which can be accomplished very rapidly.

To refrigerate adequately a chamber of any size to substratosphere temperatures is a matter of many hours. Likewise, the sudden entry from room temperature into a chamber refrigerated to sub-zero temperatures for a considerable stay is physically enervating. With the new chamber it will be possible to have the two compartments unequally refrigerated - the large one chilled for the extremely cold temperatures and the small one to a less severe temperature. This will enable subjects to become more gradually "acclimatized" to sub-stratosphere weather as is the case in actual flight.

The existing pressure chamber has paid for itself many times over in the amount of valuable data obtained. The new chamber with its added refrigeration feature should make possible even greater results. Fabrication has already started, and delivery is expected within seventy days.

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PARACHUTES AND THEIR PURPOSE
By Staff Sgt. James N. Renfro

Parachutes are purposely designed to enable the wearer to descend safely to the ground in case of mishap to the aircraft in which he is a passenger. Care in handling the parachute should be observed at all times to insure greater safety to the man on flying duty. On that parachute may hinge that man's life. Always give your parachute a "once over" before taking to the air, making sure that all tackings are in place, and that no prongs on the ripcord are bent in such a way as to prevent it being pulled.

It is advised that those men who have had little or no experience in wearing a parachute should not be afraid to use it if called upon to do so. Casualties have happened because of hesitancy on the part of some passenger, after the pilot has given up all hope of bringing his craft to a safe landing and commanded him to "bail out." Please bear in mind that the pilot's life is just as dear to him as yours is to you. Give him a chance! After all, the pilot of that plane is under the same

M A T E R I E L

oath as that of the captain of a passenger liner--to look out for the welfare of his passengers first.

No pilot is going to "bail out" without giving you your chance first. So please bear in mind that every moment is precious to you, but more so to the pilot, because he is the last to take his chance.

To those who have had more experience with a parachute, don't take it for granted that your parachute will never be of any benefit to you except as something to sit on. There is a first time for everything. It is not beyond the realm of possibility that you may have to jump the next time you go aloft, so be prepared for it. Give your 'chute a chance and let it prove to you that it is one of the best forms of life insurance--one that makes you the beneficiary, instead of your loved ones who collect dollars and cents after a mishap. Be with them to help them enjoy such benefits as only the parachute has to offer.

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Expert Color Shooting (From Page 20)

XP-43, P-40, P-39, P-38, P-36, P-35, O-46, O-47A, OA-9, YG-1B, F-2, A-17 and A-20A.

For steadiness in the tight formation flying necessary in this kind of photography, Mr. Groenhoff said that he had never flown with smoother pilots than Major John K. Gerhart; Lieut. John N. Carlton, subsequently killed in a crash, and Lieut. George A. Hatcher, of the Flying Branch at Wright Field. There was the time, for instance, when he looked into his view finder and found the B-18 so close that all he could see was the retracted landing gear, and the time when the B-24 was brought in so close that the little F-2 was tucked right under its vast wing during much of the flight down into Kentucky while six color and 12 black and white shots were taken.

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AN AIRCRAFT REPAIR JOB IN JIG TIME

Extreme satisfaction was expressed by the Commanding Officer of the 13th Bombardment Squadron, Savannah Air Base, Ga., when he recently witnessed a rather speedy job of placing an airplane in commission.

Major Wycliffe E. Steele was scheduled for night flying in an A-20A. When one of the engines failed to start, investigation disclosed that a booster coil was defective. Out of curiosity,

Major Steele "put the clock on" Sgts. Adamek and Hardee without their knowledge and timed the procurement and installation of the new booster.

The two Sergeants tackled the job with a vim. With one flashlight and their own legs for transportation (the 13th parking area being 'way out in the sand of the flying field), they completed the change of boosters in exactly 20 minutes from the time the trouble was located. It may be mentioned that the wind and drizzling rain prevalent that night served only as a goad to these two speed merchants.

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SHOOTING AT A STAR

The Squadron Inspectors, a trio of men with years of practical experience and masters of the entire system of technical publications, local policies and methods, know that only by careful study and untiring attention to the steady inflow of technical instructions can they fully succeed. Their constructive criticisms, given in a courteous and dignified manner and accompanied by reasonable explanations and suggestions, build up the morale and confidence of the younger man. They receive the fullest cooperation from the Commanding Officer, the Engineering Officers, and mechanics on the line. The inspectors detect defects and potential hazards that may cause trouble in airplane operation. They make out unsatisfactory reports on mechanical failures. All of this goes to build up the Air Corps safety record. How well they have succeeded may readily be seen. Despite the constant gruelling strain and wear airplanes must take, sometimes 14 hours in a single day, the 62d School Squadron, Kelly Field, Texas, has been able to maintain the highest possible safety record. Safety is of major importance to the inspectors, and with new mechanics entering the Squadron they are going to place even more emphasis upon it.

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INSURANCE (From Page 17)

days. This certificate will be replaced by a regular policy when the insured converts his policy.

QUESTION: What if I should lose my National Service Life Insurance Certificate?

ANSWER: The claim will be paid in event of death even if the certificate is lost or destroyed. Identity and the military status of the deceased will have to be established, also that of the beneficiary. If, however, a certificate is lost, the Veterans Bureau should be notified and the policy number furnished, if possible, along with a request for a duplicate.

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You can't be a howling success simply by howling.

V-8838. A.C.

WARNER BROTHERS REPRESENTATIVES
VISIT WRIGHT FIELD

Production of a motion picture, in which high altitude research and flying will play an important part, was started in Warner Brothers studio on the West Coast, with approval of the War Department. As yet without a title, the production will be one of the high budget pictures of the coming season and may be shot in technicolor, studio officials stated.

William Guthrie and Michael Curtiz, ace Warner directors, with a group of assistants, recently visited Wright Field to collect authentic background material regarding flight surgeons, recent findings in high altitude research and laboratory techniques. Accompanied by a staff of technicians, a large number of still pictures were taken of Wright Field's pressure chamber and other laboratory equipment. These will be used to build exact reproductions in Warner's Burbank studio.

During conferences in the Aero Medical Research Unit with Maj. Otis Benson, Jr. and Dr. J. W. Heim, Curtiz frequently remarked, "Wright Field is amazing--this place is terrific." Also terrific was the speed with which his staff photographed and measured the pressure chamber and laboratories. The unit production manager stated that the pressure chamber would be reproduced to scale, down to the last nut and bolt, but that the main structure would be constructed of composition board instead of steel.

Additional interviews with Maj. Randolph P. Williams and Capt. Rudolph Fink of the Equipment Laboratory, and Maj. Stanley M. Umstead, Flying Branch Chief, were held before the group departed.

Warner Brothers story editors, always partial to topical subjects, stated that public interest in aviation medicine had been stimulated by a sequence of well publicized activities of the Aero Medical Research Unit during the past year. These included publication of a book on aviation medicine by Capt. H. G. Armstrong, former laboratory chief; publication of pictorial articles on several projects in Life magazine; and widespread coverage of the altitude school recently conducted by Maj. Benson.

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WRIGHT FIELD PRODUCES NEW MOVIES

"Flying Cadets," official motion picture version of the service flight

training schools, was completed by the Motion Picture Unit, Wright Field, Dayton, Ohio, and with the film "Wings of the Army" is being rushed into extensive public relations and recruiting use.

All major Air Corps stations in the United States and territorial possessions already have, or soon will receive, a 16 mm. sound print of the new production, to be used in conjunction with public relations work in their respective districts. The Air Corps has purchased sufficient 16 mm. sound projectors, which are now available at Air Depots for issuance to stations. After reviewing both films, the War Department ordered 100 prints of each for Army recruiting purposes.

Coming just at the right time for recruiting work, "Flying Cadets" provides an intimate picture of 30 busy thrill-packed weeks in which Flying Cadets are converted from civilians to Second Lieutenants with "Wings." By the time its 45-minute story has unfolded on the screen, all the questions any parents could ask will be answered, and any fears which they might feel will have been quieted. Viewing it through the eyes of a potential candidate, the hope for an appointment is almost automatic.

The story deals with the experiences of four "Flying Cadets," starting at the moment of appointment and continuing through primary training at the Army authorized commercial flying school; the basic training course at Randolph Field; and advanced training course at Kelly Field. An amazingly realistic idea of the entire flight training course is conveyed.

You observe the buoyancy of the new arrivals, the comradery that is quickly established in quarters, in classrooms, during drill and on the flying line of the primary school. Seeing the Flying Cadets at work, one obtains clearer understanding of their soaring elation after the first solo flight, and of their pride after dead-stick landings and aerobatics.

At Randolph, the "West Point of the Air," you watch the flight instructors deftly pin back the ears of the over-confident, and quietly brace students who suffer momentary shakiness. You go to mess, to classrooms and to chapel. You share the joys of payday and dances and numerous health-building outdoor sports. Operations and Randolph Field's zone control system in action when the sky is full of basic trainers are informative and beautiful scenes.

Moving on to Kelly Field with their

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MOTION PICTURES

class, the four Flying Cadets get their first taste of the higher skills of the art in speedy advanced trainers. It is apparent that the pressure is greater--in formation flying, instrument flying, and in more cross country and night flights. You see them profiting by mistakes and sweating over hard spots, and arriving all too soon at graduation and Wings.

"Flying Cadets" was written and directed by Capt. John H. Fite, Chief of the Technical Data Branch and Motion Picture Unit, Materiel Division, Wright Field. It was filmed on location at the training schools and is authentic throughout.

Three more subjects are definitely scheduled for production in the current year by the Motion Picture Unit. These deal with Fighters, Bombardment, and the story of the parachute. In addition to these public relations assignments, this Unit handles all aerial motion pictures of Air Corps testing of equipment, bombing, parachutes, and the like, as well as those requested by other branches of the service.

Originally a two-man department, established in 1919 at McCook Field, the Motion Picture Unit expanded rapidly in recent months to cope with official requests for motion pictures. The staff now embraces thirty technicians, including aerial cameramen, laboratory men, and sound technicians, with the veteran Louis Hagemeyer as civilian director. The equipment used includes the best available in re-recording, automatic developing, cameras and projectors. For screenings, recording, and special showings, the Unit has a miniature theater which comfortably seats fifty persons. Documentary film in the storage vaults constitute a motion picture history of Army Air Corps progress dating back to the demonstration flight of the Wright Brothers at Ft. Myer, Va., in 1909.

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"I WANTED WINGS" PRESS PREVIEW

Randolph Field, Texas, long known as the "West Point of the Air," also became the cinema beacon of the nation on Saturday, March 22, when Paramount's newest motion picture on the Army Air Corps, "I Wanted Wings," was released at a press preview at the posttheater.

An aerial review of 250 planes in formation provided additional thrills to the high spots in entertainment and excitement received at "first nights" in Hollywood, New York City and other points.

Three of the stars in this movie--Wayne Morris, Bill Holden and Veronica Lake--made personal appearances at all the festivities during the day. Miss Lake, playing a leading role on the screen for the first time, apparently made a smash hit.

Shortly before the mass aerial review, Morris and Holden were made "Honorary Flying Cadets" and presented with scrolls to that effect by Flying Cadet James H. Enders, Battalion Commander.

Other honored guests included the Governor of Texas, Hon. W. Lee O'Daniel; numerous high-ranking Army officials, and prominent civilian authorities. A crowd of about 15,000 persons was present.

Yards and yards of newsreel film were used. All major companies were represented, and every large photo service had cameramen on hand. Amateur photographers ran into the hundreds.

Especially interesting to the cameramen was the formation of nearly 100 airplanes which spelled out the word "WINGS." Planes were provided for all professional picture-takers who cared to go aloft for aerial shots of the festivities.

All leading new services and feature syndicates had men busy with pencil and typewriter. Prominent newspapermen came from such points as New York City, Cleveland, Detroit, Kansas City, Memphis, Atlanta and Denver.

The Flying Cadets themselves went through a parade and ground review, which drew admiration for its precision and attractiveness. After the aerial show, a tea dance was given at the Cadet Detachment for 1,000 Flying Cadets and their "dates."

A cocktail party and later a dinner were given at the Officers' Club in honor of esteemed guests.

The celebrities participated in all special activities. They renewed acquaintances gained when they were at Randolph Field last year while the picture was being filmed. New friends numbered hundreds.

Radio Station WOAI, of nearby San Antonio, Texas, had a microphone at the premiere. Personal reactions of the cinema stars and leading individuals in both Army and civilian life, besides descriptions by the announcer, were sent out over the ether waves.

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Open house for visitors at Scott Field, Ill., during the Army Day celebration on April 7th was a thrill for the soldiers as well as the visitors. Approximately 12,000 persons visited the field.

A R M Y D A Y

Mitchel Field, N.Y.:

Although a terrific downpour of rain somewhat dampened the enthusiasm of all participants in Mitchel Field's Army Day celebration on Saturday, April 5th, the attendance of civilians was greater than expected.

At least a thousand hale and hearty Mitchel Field neighbors took advantage of "open house" and braved the northeast gale and rain to view the display of military aircraft and equipment. Eight types of military aircraft were on exhibition in front of Hangar #4, while inside of it each detachment displayed equipment of its own. The displays were well arranged and brought much favorable comment. Among the most interesting was the chemical warfare display, together with the new "jeep" car from the Quartermaster.

Two radio broadcasts were made over a nation-wide hook-up from a B-23 Bomber on the ground. The first, from 3:00 to 3:30 p.m., featured Lieut. Craven C. Rogers, of Mitchel Field, who talked with a girl employee in a parachute factory. In the evening Graham McNamee described the important part rubber plays in the operation of a Bombing plane. Bad weather prevented these broadcasts from a plane in the air, as originally scheduled.

About 500 Mitchel Field soldiers participated in a parade at Mineola, N.Y., which was reviewed by the Mayor of Mineola, together with Col. Douglas Johnston, Executive Officer of the 2nd Air Base, and members of Mineola's Board of Trustees.

A formal Retreat was canceled because of the condition of the parade ground.

Orlando, Fla., Air Base:

Parade among the activities at the Orlando Air Base which have served to improve its relations with the citizens of Central Florida was the "open house" observed on Army Day, when upwards of 20,000 civilians peered into every nook and cranny of the camp. The base, in conjunction with other Army units stationed in the State, participated in the largest military parade ever staged in this section of Florida on Army Day. It was estimated that some 2500 civilians were fed during the day at the central mess hall, a large, modern, cafeteria-style mess facility.

San Angelo, Texas:

With the number of visitors totaling nearly 15,000, the Air Corps Basic Flying School at San Angelo, Tex., on April 7th royally entertained on the first Army Day celebration for the field. Although a "dry rain" (which is one name for a dust storm) threatened to slow up activities for the first few hours, a trickle of visitors from San Antonio and surrounding territory began at 8:30 a.m., and by noon this had grown into a steady stream which continued until the hangar was closed at 10:00 p.m.

Lieut. Colonel George M. Palmer, Post Commander, set the day as "open house" or "come see us at work" day. The schedule of activities was the same as that on any other flying day, save that various exhibits were accessible to the public.

Visitors were first directed around the buildings on an established route and then into the parking area. A dozen different types of motor transportation were on display nearby, including command cars, ambulances, cargo trucks, field grader, and station wagons.

The main display was in the hangar, where special platforms were constructed to allow visitors to walk alongside of the planes to obtain a close view of engine mounting and cockpit interiors of the BT-14 and BT-15 planes now in use at this station. A special photographic display was next in line with both local and general pictures of aircraft, along with the different types of cameras used by the Air Corps.

Drawing the largest crowd was the demonstration of packing and use of the parachute. There wasn't a dull moment for this department all during the day and night. Another exhibit was the aircraft radio mock-up which was hooked up with the operations tower. Detailed explanations were given on the operation of the airplane radio.

Of great general interest was the public address system which was tied in with the radio in the southern control tower. The actual calls from the planes in the air to the tower were broadcast all day. Special demonstrations of how air traffic is controlled over the field were also held, the public listening to the directions from the tower and then seeing the planes perform the maneuvers.

A half-hour broadcast from the field, utilizing Radio Station KGKL's mobile unit, was held at 3:45 p.m.

Thousands of people were drawn to the field at night, as the flying cadets were beginning their first night flying. Flame pots and emergency landing lights were in use, since the new field lighting system had not been installed.

Worthy of note was the great interest the visitors displayed in all the activities, but equally important was the fine spirit and morale of the personnel of the field, who gave the visitors a real treat for their first Army Day at this field.

Lawson Field, Fort Benning, Ga.:

For the first time since the expansion of the Air Corps at this field, planes passed in aerial review as part of the Army Day exercise on April 7th by Fort Benning and the City of Columbus.

Approximately 25 planes flew over the city, while ground troops passed through the streets of Columbus in a two-hour demonstration.

Three echelons took off from the field at 15-minute intervals. The first was made up of Transport planes used at the field by parachute troops; the second comprised O-47's from the 18th and 97th Observation Squadrons; and the third, A-18's from the 15th Bombardment Squadron. During the review, a Transport plane bearing Lawson Field officials, circled overhead, and a broadcast of how the troops appeared from the air was made over the local radio station.

Langley Field, Va.:

The Army Air Corps and the General Headquarters Air Force joined their respective services and tactical groups in an Army Day celebration at this air base on April 7th, and repaid the thousands of visitors with sights and thrills one may expect in the sideshows and main tent of a circus.

The Second Bombardment Wing trooped more than a score of its flock of twin-engine Bombing airplanes across the cloudless skies of a warm sunny afternoon. With the neat precision of marching West Point cadets, the big Bombers paraded at altitudes varying from 500 to 2,000 feet.

Three times the flying files passed overhead, starting at various points of the compass 10 or 15 miles

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from the field and each time crossing the review point at varying levels of elevation at almost the exact moment.

The finale of the aerial circus, which kept eyes squinting upward almost steadily for 45 minutes, was an extended procession of all the Bombers which now swung by the reviewing point in single file at 500 feet and flew far northeastward into the gathering mists of evening, then turned left in a wide circle and came back on almost the same line for their landings.

With the showmanship of a Barnum, the exhibitions of the many types of airplanes, old and new, and of the various services attendant upon the flying fighters were spectacular. Kids and grown-ups alike piled in and out of the tiny "blitzbuggy." Over in a corner nearby, men and women could be seen to touch with a sort of reverential awe the parachutes that draped from the ceiling of the exhibition hangar. A big sign said they had just saved six men's lives in the leap from the disabled bomber over Fort Bragg, N.C. Nearby, a sergeant had an audience as he packed a parachute. Once finished, he'd allow a spectator to pull the ripcord. Out flew the pilot 'chute. Then he did his packing all over again for still another crowd that streamed along the "midway."

The aviation doctors also had their gadgets on exhibition. The depth-perception tester was a delight for the curious spectator. He'd form in a tireless line and wait his chance to pull the string attached to the gauges to see if he could line them up within the prescribed allowance for error. If he did, the sergeant attending gave him a patronizing smile and he pranced away pretty proudly.

So they went from booth to booth, machine gun to bomb, from shop mules to graders to teletype machines, etc., until they used up the allotted four hours, and then they were escorted out of the reservation as courteously as they had been received and the gates once more closed upon the secrets of this old airplane base, with admission again limited only to those demonstrating they have legitimate business at the station.

Brig. General Arnold N. Krogstad, Commanding General of the Second Wing and of the base establishment, who had made preparation for the reception of the visitors, was ill, and Lieut. Colonel Harold L. George, Commanding the Second Bombardment Group, acted in his stead at the inspection preceding the aerial review, while Col. Clyde V. Finter, commanding the First Air Base Group and ranking colonel of the base establishment, received the honors of the base.

Also in the inspection entourage was Col. Paul J. Mathis, Executive Officer of the base, and his assistant, Lieut. Colonel Malcolm N. Stewart. The latter acted as host to Lieut. M.I. Dorrance, Assistant Air Attaché of the French Embassy at Washington. These notables watched the aerial review from the railed balcony about the observation tower, 60 feet above the flying field.

Post Field, Fort Sill, Okla.:

This post had one of the largest crowds in its history on Army Day, over 7,000 people viewing the different exhibits and flying demonstrations in the afternoon. The exhibits included seven types of planes, as well as photo trailers, portable helium

purification plant, tractor mooring mast, servicing truck with trailers, chart room and winch tender. Part of the flying demonstrations included formation, drop and pick-up messages, landing and take-off with slow-flying airplanes, and drop-testing parachutes. Also on exhibit for military personnel was the wonderful gun collection of Lieut. Colonel Ira R. Koenig.

Ladd Field, Fairbanks, Alaska:

Army Day was celebrated at this field with a dash and a flourish such that these northern skies have never seen before. Joined by airplanes from Elmendorf Field, Anchorage, Alaska, the natives of the interior of Alaska were given a rare treat.

Fairbanks, the metropolitan city of interior Alaska, turned out to a man to visit the cold weather experimental station and view the routine flying demonstration.

The first display of its kind in Alaska, Army Day at Ladd Field was a gala occasion, one which will long be remembered by the people of Fairbanks. A vivid description of the ceremonies was broadcast to the outlying districts by "Bud" Foster, sports commentator for Station KFAR, the mouthpiece of interior Alaska.

Pilots participating in the flying demonstration were Col. Dale V. Gaffney; Majors H.H. Carr, W.D. Sillin; Capt. W.H. Neal; Lieuts. Ancil D. Baker, Robert R. Stewart, Jack Marks, R. Mann, H.O. Bordebon, M.E. Walseth, Joe Schneider, Fred O'Brien, Frank Gallagher, L.T. Fardey, Don Dunlap, J. Fillmore, J.C. Bowen, G.C. Cranston, A.V. Grossetta and Bowie.

The visitors were amazed at the progress made at the air base in the short time the Air Corps had been in Alaska. All in all, the exercises raised the Air Corps stock 100% in the minds of all present.

Ponce Air Base, Puerto Rico:

Army Day was well observed at this air base. A flight was made around the Island to the principal cities and St. Croix. The air base was open to the public in the afternoon, and a review was flown in honor of the Mayor of Ponce.

---oCo---

NATIONAL GEOGRAPHIC SOCIETY DONATES MAGAZINES

At the January meeting of the Board of Trustees of the National Geographic Society, it was agreed to place at the disposal of the Army Air Corps 5000 copies of recent issues of the National Geographic Magazine for use in libraries and in focus at Air Corps stations.

Accepting this generous offer, the Air Corps supplied the National Geographic Society with two lists of Air Corps stations, the first containing the addresses of currently active stations, and the second the present non-active stations to which the magazine is to be mailed later.

Advice was received from the secretary of the National Geographic Society to the effect that the complete shipment of magazines for the active stations went forward on April 10, last, and that copies of other desirable issues for the non-active stations are being held for release later.

---oCo---

If courage goes.....All goes.

SAFE LANDING FOLLOWS SIX CATERPILLAR CLUB INITIATIONS

Twelve B-18's from the 2nd Bombardment Group, under the command of Lieut. Colonel Harold L. George, took off from Langley Field, Va., at 5:20 a.m. on Thursday, March 20th, to participate in a 2nd Bombardment Wing Exercise at Miami, Fla.

About an hour and a half after leaving Langley Field, the airplane piloted by Col. George was suddenly thrown into a climbing turn, with all controls except the ailerons jammed. An investigation disclosed that the left elevator had torn loose and was jammed up against the rudder. Parachutes were rapidly attached to harnesses and the crew stood by to "bail out." After a few minutes, the elevator carried downward, freeing the rudder and making some control of the airplane possible.

With everyone standing by and Colonel George and Major D.R. Lyon, the co-pilot, watching and checking a multitude of details, the B-18 rode along on level flight for a short distance, and then, five miles outside of Fort Bragg, N.C., there was a sudden lurch and the plane fell off on one wing. Colonel George ordered the crew to "bail out." Immediately following the release of the door, the crew "took to the silk."

Tech. Sgt. A.R. Jester was first out, followed by Staff Sgts. T.F. Snyder, R.S. Nephew, J.H. Walsh, Lieuts. C.W. Uhr and D.A. Hornby.

Sgt. Snyder is credited with having paused at the door, looked out, and then stepped back as if pondering over the advisability of stepping out into the five thousand feet of air between him and the ground below, but the man behind him aided him in making up his mind by helping him through the door with a firm foot. After the six men had cleared the ship, it suddenly came out of its violent right turn and righted itself. What had happened was that the elevator had again blown up against and jammed the rudder and then had broken off completely from the airplane. After a little experimentation, it was found that the B-18 was responding to the controls, so they circled until the crew that had jumped drifted into the hazy earth a mile below.

When all seemed to be on the ground, Colonel George climbed back through the ship to investigate the extent of damage and found that the left half of the elevator had fallen off, but to all appearances the rudder and right elevator were in working condition, so Colonel George went forward to the controls and he and Major Lyon went through the motions of landing, including testing of controllability with landing gear and flaps down and reducing speed to near stalling. After ascertaining the fact that they could handle the ship in her present condition, they circled and set down at Pope Field.

To quote the newspaper: "The big bomber settled down to a good landing and so saved the taxpayers \$50,000 and Colonel George his brand new uniform coat."

Lieut. Uhr landed in what he termed the biggest pine in the State of North Carolina. Sgt. Snyder saved his ripcord as a souvenir of his baptism into the field of parachute jumping, and at the same time swore he was never going to fly again but, says the News Letter Correspondent, "I believe he has since changed his mind." Sgt. Walsh sprained his ankle when he landed, and stayed in the hospital at Fort Bragg for two days. The remaining seven of the crew returned in a Transport plane that same after-

noon to Langley Field.

After the return of the new members of the Caterpillar Club, the Langley Field Correspondent reports that there turned up from some unknown source the following instructions:

INSTRUCTIONS TO ALL PASSENGERS IN B-18 AND B-18A AIRPLANES

1. In case of engine failure or other minor trouble such as loss of wing or wings, loss of propeller, fire, etc., the following procedure will be carried out:
 - a. Remove all loose radio equipment and tools.
 - b. Ask pilot for Form 1 and fill out same.
 - c. Send radiogram to Corps Area Headquarters requesting permission to make emergency jump.
 - d. Check altitude and position, being sure to include this information in the above mentioned radiogram.
 - e. Make a list of best telephone numbers in the vicinity.
 - f. Notify pilot that you are ready to jump.
8. JUMP.
2. After leaving ship proceed as follows:
 - a. Count ten (it may be necessary for some passengers to carry slide rule to accomplish this. If necessary it will be included in the bundle of spare radio parts and tools carried)
 - b. Pull rip cord. This is quite essential.
 - c. The usual procedure here is for the parachute to open.
 - d. If step b or c. or both, are omitted, immediately upon landing the passenger will proceed to the Post Operations Office, secure and fill in Form No. 1131 (Request for Sympathy) and mail same to the Chief of Chaplains, U.S. Army, Washington, D.C. This will be accompanied by an Unsatisfactory Report on the parachute used.
 - e. The Form 1, radio, spare parts, tools, etc., will always be carried by the passenger on his jump.
 - f. In some cases the Booklet "How to Swim in Three Easy Lessons" will be found very helpful.

---oo---

EXPANSION INTENSIFIES EXPERIENCE OF MECHANICS

The modern day "blitzkrieg" has reached all parts of the Army Air Corps. Not only are Flying Cadets pouring through Randolph Field, Texas, 4,500 strong per year, but the silent men - mechanics who usually are engulfed by the roar of engines - have also been caught in the national defense whirl.

Not many years ago, mechanics with less than three years' service considered themselves fortunate if they were allowed to clean or polish planes. Nowadays, however, it is "old news" to them if someone becomes a plane crew chief during his first "hitch."

There are several cases at the "West Point of the Air" where mechanics with only one year's service were placed in charge of five planes.

This rapid advancement is due to the stepped-up training program. Within a short time after leaving recruit drill, mechanics learn to take a plane apart, check for microscopic flaws and replace the parts in perfect order.

Randolph's 300 planes and 900 Flying Cadets spend 28,000 hours aloft each month, thereby giving new men the opportunity to learn the trade hurriedly but well.

WHAT AN INFANTRYMAN THINKS OF THE AIR CORPS

A soldier in the Canal Zone, who signed himself "A Friendly Infantry Man," recently wrote to the Editor of La Llave, the Albrook Field publication, embodying a list of words and meanings to express his feelings following his visit to that Air Corps station, viz:

A Active	Act quickly and do things for yourself.
I Initiative	To see what has to be done and then do it without being told.
R Resourcefulness	Having learned many things, keep that information at your beck and call.
C Cooperation	Help everywhere that it is necessary without being forced or told.
O Opine	Think things out for yourself and talk over your ideas.
R Reflection	Making sure it is right and then make the results worthy.
P Perseverance	Never giving up without a good fight when it can be done.
S Success	The favorable endings that I have noticed as a result and combination of the above.

-----oOo-----

A NEW SONG FOR AN OLD

"Tis said that:

If the Army and the Navy,
Ever look on heaven's scenes,
They will find the streets are guarded
By United States Marines.
But we think:
The gallant Leathernecks,
Will likely suffer pains,
When they find the place was sighted first
BY U.S. AIR CORPS PLANES.

- Pvt. H.R.B., McChord Field

-----oOo-----

MONOPOLY SET UP ON FLYING CADETS

A Flying Cadet monopoly, perfectly legal in every respect, has been gained by four States on the new class of student pilots who reported at Randolph Field, Texas, during March.

California, Ohio, Illinois and Oklahoma provided 208 young men forming the class, although 35 States contributed pilots-to-be for 10 weeks of basic flight training at the "West Point of the Air."

By furnishing 69 Cadets, California regained the lead. Illinois went to the front five weeks ago when the present upper classmen reported, but now is third with 49 men. Ohio produced 58 and Oklahoma 32.

Texas, over whose plains the future aviators wing their way daily, is well down the list with only four representatives. Michigan, Missouri, Alabama, Iowa, Washington and Arizona all provided more than ten.

In fairness to Texas and other States not very high on the list, Randolph Field is only the hub of the gigantic Army Air Corps training program. Many other fields revolve around it, and also need Flying Cadets. Texans and New Englanders are in training at other basic flying schools.

WHY WORRY?

In the Army, one of two things is certain - either you are mobilized or you are not mobilized. If you are not mobilized, there is no need to worry, but if you are mobilized, one of two things is certain - either you are behind the lines, or you are at the front. If you are behind the lines, there is no need to worry, but if you are at the front one of two things is certain - either you are resting in a safe place, or you are exposed to danger. If you are resting in a safe place, there is no need to worry but, if you are exposed to danger, one of two things is certain - either you are wounded or you are not wounded. If you are not wounded, there is no need to worry but, if you are wounded, one of two things is certain - either you are wounded slightly or you are wounded seriously. If you are wounded slightly, there is no need to worry but, if you are wounded seriously, one of two things is certain - either you are going to recover or you are going to die. If you recover, there is no need to worry but if you die one of two things is certain - either you are going to Heaven or you are not going to Heaven. If you go to Heaven there is no need to worry, but if you are not going to Heaven you will be too busy shaking hands with all of your old Buddies to do any worrying at all, so - WHY WORRY?

- Borinquen Field "Bomber"

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STUDY OF SPANISH

A number of the officers and enlisted men of Albrook Field are studying Spanish in a special course at the National University of Panama. The course, which the University authorities have provided at an exceedingly nominal fee, is being given five nights a week for a period of six weeks, and it is reported that the attendance of the students from the Air Corps has been very regular.

Many of the organizations in the Panama Canal Department Air Force are conducting classes and in many cases have hired professional Spanish teachers. It is interesting to note that a considerable number of enlisted men are engaged in the study of Spanish. All of the officers are required to study the language, but the same requirement is not imposed upon the enlisted men.

According to the News Letter Correspondent, approximately half of the population of Panama City and Colon are English-speaking people from the West Indies, and their descendants, and it is not so easy for officers in the Canal Zone to acquire facility in Spanish as it is for officers stationed in the Philippine Islands and in Puerto Rico. It would seem that this contention is borne out by the News Letter Correspondent of Borinquen Field, who states that: "Here on the Island of Puerto Rico the people are all Spanish-speaking." He adds that with the rapidly expanding activities of the U.S. Army in the Caribbean area, Army personnel are finding it difficult to speak the language of the natives, and the commissioned and enlisted personnel are busy attending classes to learn the Spanish language.

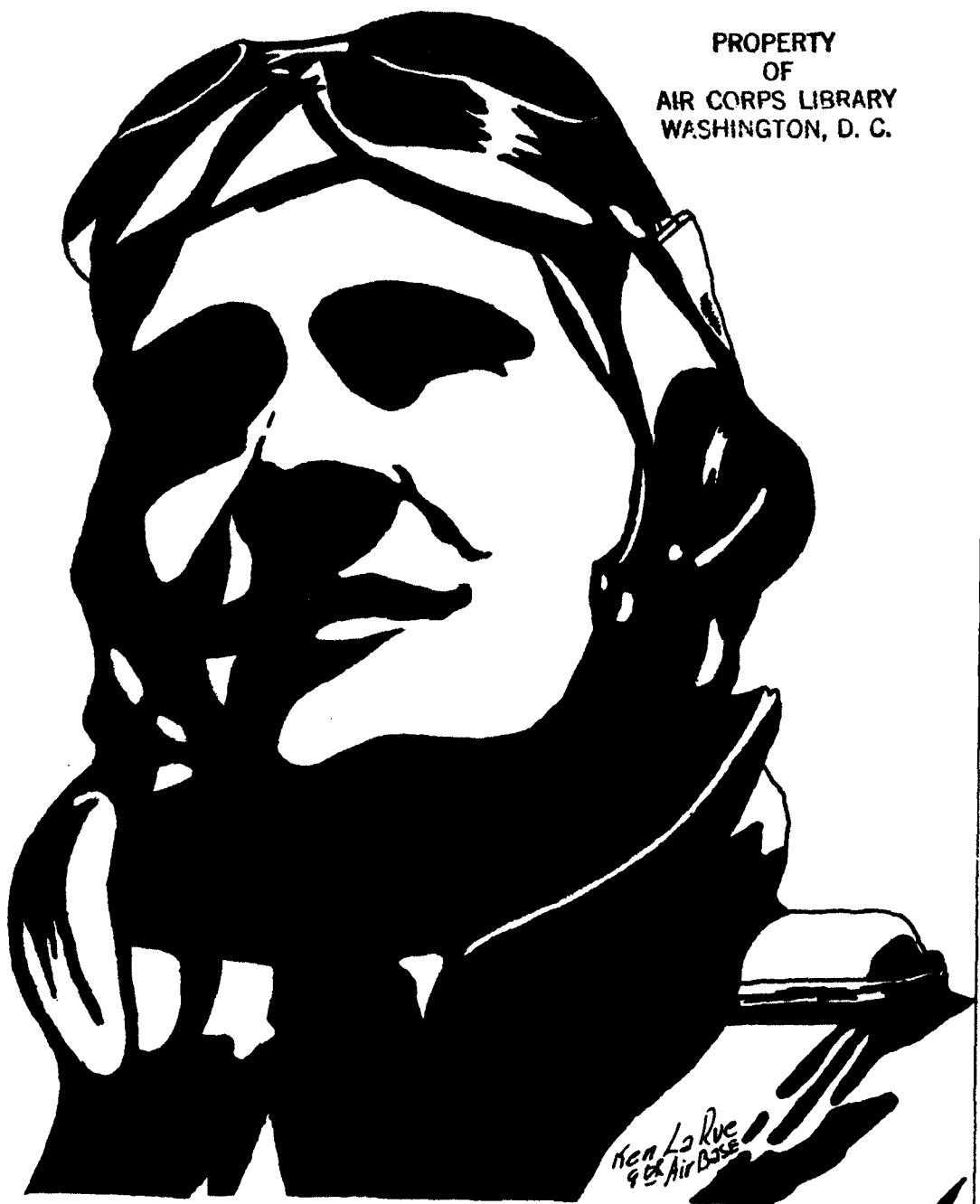
Reverting to the Panama Canal Department, an Air Corps organization is conducting a Spanish course two nights a week for its officers from 7:00 to 9:00 p.m. Mrs. V.L. Minear, wife of a Canal Zone engineer and who was an instructor in Spanish at Idaho University, volunteered her services free of charge as her contribution to National Defense.

V-8838, A.C.

AIR CORPS

NEWS LETTER

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Officers from Maxwell Field, Ala., ordered to duty at the Advanced Flying School at Albany, Ga., were Majors James L. Daniel, Jr., Burton M. Hovey, Jr., Captain John R. Skeldon, 1st Lieuts. Wm. P. Brett, Richard F. Bromily, Moultrie P. Freeman, Paul T. Preuss, and Herbert M. West, Jr.

Officers ordered to the Basic Flying School at Macon, Ga., were Major Claire Stroh, from Maxwell Field, Ala.; Captain Wilhelm C. Freudenthal, 1st Lieuts. Wm. H. Councill, Frank-W. Iseman, Jr., Conrad Pratt, Cy Wilson and 2nd Lieut. Donald M. Alexander from Gunter Field, Ala.

Upon the completion of their present course of instruction at the Air Corps Technical School, Lowry Field, Colo., 1st Lieuts. Harold E. Hammers and John P. Stewart are assigned to Fort Lewis, Wash.; Richard W. Philbrick and Wayne E. Thurman to Mitchel Field, N.Y.; 2nd Lieut. Frank L. Dunn to Moffett Field, Calif.; 1st Lieut. Harry T. Eidson and 2nd Lieut. Lovell S. Stuber to Bolling Field, D.C.

Ordered to duty with the 4th Air Force, March Field, Calif., are Major Ralph Snively, from duty as Instructor, Command and General Staff School, Fort

Leavenworth, Kans.; Major Morris R. Nelson, from Hamilton Field, Calif.; Major Ernest S. Moon, Captain Don O. Barrow and 1st Lieut. Sam Maddux, Jr., from March Field.

Majors John J. Egan and John N. Jones, from Selfridge Field, and Hugh F. McCaffery, from Langley Field, were ordered to duty with the First Air Force at Mitchel Field, N.Y.

Promotions of Air Corps officers were as follows:
To Colonel (temp.): Lieut. Colonels Arthur E. Simonin, Frank O'D. Hunter, David S. Seaton and Harold H. George, rank from April 19, 1941; Walter J. Reed, rank from April 21, 1941.

To Lieut. Colonel (temp.): Major Edwin Sullivan, rank from May 1, 1941; Majors John R. Drumm, John S. Gullet, John R. Glascock and Ray L. Owens, rank from May 6, 1941.

To Major (temp.): Captains Ray D. Butler, Berkeley E. Nelson and Archibald J. Hanna, rank from May 6, 1941.

Lieut. Colonel (temp.) Charles P. Prime was promoted to the permanent rank of Lieut. Colonel, effective May 4, 1941.

The Air War News Letter

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Intelligence Division
Air Corps

May 15, 1941

Munitions Building
Washington, D.C.

The purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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DEDICATION OF THE NEW XB-19 BOMBER

The XB-19, the new mammoth Army Bomberment airplane, the engineering details of which and the organization of the necessary data for submission to a board of Air Corps experts for consideration entailed a period of six years, is scheduled to be dedicated to the service of the Air Corps in National Defense sometime in the near future at March Field, Riverside, Calif.



According to a former worker on this giant airplane, who is now a member of the radio department of the 15th Bomberment Squadron at Lawson Field, Ga., the huge ship in the hangar could be likened to that of a boat too large to get out of a cellar in which it was built. Plans were made in advance to remove part of the hanger to get the ship on the outside. Then there was the problem of enlarging Clover Field to insure a safe initial take-off. Experience with the DC-4 had proved that the field there was much too small for ships of this size. The enlargement of the field cost thousands of dollars, because it necessitated re-routing of a main boulevard and the grading of a hill.

The XB-19 is a tribute to the ingenuity and ability of the men of the Air Corps and of the Douglas Aircraft Company who brought it into being. It is a monument to the farsightedness of the Secretary of War and the members of the Senate and House Military Affairs Committees, who in 1936 approved such a project and voted the necessary funds to make the proposed airplane a reality.

The need for a large bomber with a long range, large weight-carrying ability and speed was recognized as far back as 1920. With the advent of the old B-9's and B-10's, which were the first all-metal, low-wing, fast bombers, the ability to con-

struct such a giant type became apparent. With such goals in mind as range, cargo capacity and speed, the Aircraft Branch of the Materiel Division at Wright Field started plans for the B-19 in the year 1930. The engineering data for it was presented six years later to an Aircraft Board, consisting of Lieut. Colonels James G. Taylor, Harold Lee George, Majors Roscoe C. Wilson, Mervin Grass, Wallace Smith, L. F. Harman, Carl J. Crane and J. M. Gillespie. Following the Board's approval of the project, the Douglas Aircraft Company undertook the construction of the airplane.

The problems surrounding the construction of the B-19 were manifold. Being the world's largest airplane, everything which went into its construction set a new record for size. The aluminum company was confronted with the biggest casting job in its history. The tire company set a new high for the size of tires. Each of the main wheels weighs about 4,000 pounds, and the 100-inch-diameter tires, of 24-ply construction, contain about three miles of steel wire woven into the cord to give them extra strength. The Douglas Company had to build their largest hangar, and many other concerns connected in one way or another with the production of the behemoth plane were confronted with just such problems.

Engines of 2,000 horsepower had to be developed, and a power-operated control system engineered and built. A brief glance at the specifications of the B-19 will reflect these problems which have now been solved, namely: length, 132 feet; wing span, 212 feet; rudder, 42 feet high; gross weight, approximately 70 tons; useful load, approximately 28 tons; range, 7750 miles; speed, over 200 miles per hour; fuel, 11,000 gallons; propellers, 3 blades, 16 feet in diameter; power, four 2,000-horsepower engines; landing gear, retractable tricycle type; crew, 10 officers and enlisted men.

The equipment carried on the airplane includes a complete galley, heated and ventilated cabins, sleeping quarters for the crew, oxygen for 100 hours; enough radio equipment to operate a medium sized radio station, heavy caliber guns, power turrets, and all of the latest navigational and operating equipment.

If a plane of the B-19 type were used as a troop transport, it would be able to carry 125 fully equipped soldiers in addition to the crew.

According to newspaper reports, a million dollar gamble that this airplane will fly has been taken by a syndicate of insurance firms which quoted

the chances as 13 to 1 that the plane will stay aloft for at least one minute. To insure that first minute of flight, the Douglas Aircraft Company is paying a premium of \$82,000. Insurance men declare that the million dollar policy on the B-19 is the largest ever written on an airplane. The premium is not considered excessive in view of the fact that no plane so large has ever been built and flown before. After the first crucial minute of flight, the premium drops to the modest figure of \$3,000 an hour on the same \$1,000,000 policy for the duration of test flights before the huge ship is turned over to the Army Air Corps.

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LOS AEROPLANOS VULCAN Y LOS ESTUDIANTES ESTUDIAN

About 75 officers attached to the Office, Chief of the Air Corps, attended the first meeting and practice lesson of the projected course of Spanishless sons at 4:00 p.m. on the afternoon of May 13, in the War Department. Following brief introductory remarks by Gen. Arnold; Dean Doule, of George Washington University; and Dr. L. R. Alderman, of the WPA, the class of officers participated in a demonstration lesson, led by Senor Besso, from material prepared in the office of Dr. Deignan, of the WPA. Various groups, beginners and advanced, are to be organized to meet twice a week, classes being held at noon or at 4:00 p.m., on Tuesdays and Thursdays, as desired by the attending officers. The course is expected to provide Air Corps officers with a working knowledge of written and conversational Spanish.

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P-40 EXHIBITED AT TIMES SQUARE

Over 100,000 people viewed a Curtiss P-40 which was on display at Times Square, New York City during Greater New York's recent Flying Cadet week.

This was the first time in the history of the Metropolis that an Army airplane had been exhibited in a public square and judging from the lines that formed from noon until midnight, it was easy to believe.

Each minute saw an average of twenty people file by for a look at the interior of the cockpit, and the enlisted men assigned to answer questions were especially busy telling the people that the ship was not flown into New York but dismantled at Mitchel Field, brought in on a trailer and reassembled in record-breaking time.

V-8838-1, A.C.

T R A I N I N G

SOUTHEAST AIR CORPS TRAINING CENTER

Graduation of Class SE-41C

The commencement exercises incident to the graduation of 152 students of Class SE-41C from the Air Corps Advanced Flying School at Maxwell Field, Ala., on April 25th, were held in the Post Theater and were attended by hundreds of relatives and friends of the graduates.

The program consisted of an address and presentation of diplomas by General William P. Screws, Montgomery City Commissioner; the presentation of "Wings" by Colonel Albert L. Sneed, School Commandant, and the Invocation and Benediction by the Post Chaplain.

In his succinct and timely address to the Cadets, Colonel Sneed stated, in part: "For the past ten weeks you have undergone a very strenuous schedule. Little opportunity has been offered you to avail yourselves of the many advantages that Montgomery affords. The relation of the military and the civil in this particular community challenges comparison with that in any spot in the United States. That is not particularly creditable to the leaders of the military and the civil; on the contrary, it would be extremely discreditable if that condition did not exist. Rapidly the lines of demarcation between the military and civil will be obliterated. America is rapidly approaching a condition of a nation armed. Montgomery is extremely fortunate in the selection of its leaders. It is fortunate in that it selects men who understand the military problem as well as the civil problem."

Class SE-41C started its training on February 11th. All its students came from the Air Corps Basic Flying School at Gunter Field, Montgomery, Ala., and 96.8% of them completed the course. Of the eight students who did not graduate, two died as the result of accidents, four were relieved from further training and two were held over for the succeeding class. The class was most fortunate in experiencing the general excellent weather which prevailed during the training period, only a minimum amount of time being lost because of unfavorable flying conditions.

The one Regular Army officer in the class, Captain Richard R. Waugh, Corps of Engineers, was assigned to duty at the Air Corps Basic Flying School at Gunter Field, Ala.

The flying training of this class was conducted by Captain William J. Holzapfel, Jr., and his forty instructors.

Incidentally, he was ordered to duty in the Hawaiian Department, being scheduled to leave early in May.

The faculty of the Advanced Flying School comprises Colonel Albert L. Sneed, Commandant; Maj. Burton M. Hovey, Director of Training; William F. DeWitt, M.C., Flight Surgeon; Mills S. Savage, Commandant of Student Officers and Flying Cadets; Captain Ronald K. Brewer, Director of Ground Training, and 1st Lt. Eldon J. Hoar, Secretary.

The largest class of Flying Cadets to arrive at the Air Corps Advanced Flying School at Maxwell Field, Ala., reported in the latter part of April from the Basic Flying School at Gunter Field, Ala., to commence its ten weeks' course of instruction.

During the first three days following the arrival of this new class of 163 students, their time was devoted to reception, organization, supply, assignment to quarters, and the taking of official photographs by Flight "C," Maxwell Field's photographic section. The flying training of this class is to be conducted by the Director of Flying and his forty instructors. The first 15 hours of flying will be devoted to transition (familiarization flights) and individual accuracy on the BC-1A and AT-6A airplanes. The individual accuracy training includes practice in straight, 90 and 180 deg. approaches, spot landings, and orientation and triangular navigation. The ground school instruction of the class is under the direction of Captain Ronald K. Brewer.

Class SE-41D became the "upper class" upon the graduation on April 25th of Class SE-41C, and consists of one officer of the Regular Army, Captain Charles A. Piddock, Field Artillery, and 148 Flying Cadets. Entering upon its sixth week of training, each student of this class has completed 39 hours and 20 minutes of flying time to date, in addition to 7 hours and 53 minutes of Link Trainer instruction. Class SE-41D is scheduled to graduate on May 29th, and Class SE-41E on July 12th.

Maxwell Field's Air Corps Advanced Flying School is to stage its first outdoor graduation exercises on May 29, when one Regular Army officer and 140 Flying Cadets of Class SE-41-D are to receive their wings. The Post Theater, where three previous graduation exercises were conducted, proved too small to accommodate the parents and guests of the students. The outdoor ceremony, to be held on the parade ground, will be military in nature, and it is under-

TRAINING

stood it is to consist of a dress parade by the cadets and presentation of diplomas and wings.

SE-41-D, Maxwell Field's "upperclass," is assembling a record which is likely to surpass that of the three previous classes. Each student has already completed approximately 55 hours and 53 minutes of flying time and, with about 20 training days remaining, should complete the course well in advance of May 29. Capt. Kurt M. Landon, who is conducting the flying training of this class, attributes this excellent record to the splendid local flying conditions which have prevailed since training commenced on March 17. This class is also making another enviable record, in that only one student in the group of 153 has been eliminated.

Graduation from Darr Aero Tech

The 92 members of Class 41-G who successfully completed the primary flying course at Darr Aero Tech, Inc., Albany, Ga., were ordered to report to the basic flying school at Gunter Field, Montgomery, Ala., on April 29th.

Darr-Aero Tech is rapidly becoming one of the largest civilian primary flying schools in the country, for as many as 300 cadets were stationed here at one time. Class 41-G is the fifth class of flying cadets to be sent to basic stage from this elementary flying school.

First Class Graduates from Barksdale

The first class of students to graduate from the Air Corps Advanced Flying School at Barksdale Field, La., as bombardiers, received commissions at the ceremonies held on April 22nd. Twenty-seven commissions were presented by Colonel Charles T. Phillips, Commanding Officer.

Brigadier General Walter R. Weaver, Commanding General of the Southeast Air Corps Training Center, Maxwell Field, Ala., was the honor guest at Barksdale Field, La., on April 26th, when 97 Flying Cadets of the first graduating class received their commissions. This is the first class to graduate under the new specialized system.

General Weaver presented commissions and "Wings" to 60 Bombardment pilots and 37 Pursuit pilots.

Yes, we will have an Air Force IN TIME. It is well on its way and will be READY when called upon.

-Major General Arnold.

WEST COAST TRAINING CENTER

Stockton School Graduates Second Class

Graduation exercises became an old, but still interesting and impressive story at Stockton Field, Calif., on April 25th, when 123 Flying Cadets received diplomas and earned their wings and gold bars as second lieutenants in the Air Reserve.

It was the second class to be graduated from the Advanced Flying School at Stockton since the field was opened in December of last year.

The exercises were noteworthy for several things. One was that the commencement address was made by Brigadier General Henry W. Harms, Commanding General of the West Coast Air Corps Training Center. Another was the presence of Colonel R. C. Kirtland, one of the pioneers of American military aviation, who was transferred from the infantry to aeronautical duty with the Signal Corps in 1911 and took his first flying lessons from the Wright Brothers. (Ed. Note: Sad to relate, just a week later, Colonel Kirtland died in the hospital at Moffett Field, Calif., of a heart attack).

Then among the Cadets was a descendant of a true first family of America - Francis E. Riggs, of Fabens, Texas, a full-blooded Sioux Indian, affectionately known to his comrades as "Chief."

Addressing a large gathering of friends and relatives of the cadets and special guests of Stockton, General Harms declared "the best technique in the world cannot make up for bad head-work. There is no place or field that requires more self-discipline than military aviation.

"Each pilot is more or less on his own, hence it is most important at times to remember and practice the things learned during the flying cadet course."

Colonel Leo A. Walton, Commanding Officer of Stockton Field, introduced General Harms and paid tribute to the graduating class of young men who have placed the safety of their country above all.

The commencement exercises were held in the new hangar in order to accommodate the large crowd. Prior to the ceremonies, the enlisted men, led by the Stockton High School band, passed in review before General Harms. The Stockton Flyers, the field orchestra, played while the guests were being seated.

General Harms presented the diplomas to the graduates and Colonel Walton pinned on their "Wings."

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TRAINING

Ryan School Names Cadet Captain

Big Jim Kisselburgh, 21, a terror on the football field during the last three years, recently became Cadet Captain of the upper class (41-H) of the elementary flying school in a colorful sabre ceremony coincident with the graduation of Class 41-G.

The former Oregon State fullback, a resident of Los Angeles, was named cadet captain to succeed Irvin L. Turner, 22, of Floydada, Texas, one of 45 to graduate in the previous class.

Approximately 110 cadets staged a formal review and drill before Brig. General John Marston, Chief of Infantry of the Second Marine Division, to the music of the 150-piece San Diego Marine Base Band.

Texans took top honors for all-around excellence in their period of primary flight training. Officers and instructors awarded Cadet Marcus O. Owens, Jr., 20, of Lubbock, Texas, a gold medal as the outstanding graduate. Silver and bronze medals for second and third places were presented to Cadets Marvin O. Calligham, 25, of Conway, Texas, and Earl T. Smith, 20, of Amarillo, Texas.

The graduating class was assigned to basic instruction at Randolph Field, Texas.

Moffett Field Completes Heavy Schedule

Winding up their basic training period, Class 41-E completed a heavy flight schedule in one week to pile up a total of 739 hours, 50 minutes.

Flying from 7:00 a.m. to as late as 11:30 p.m., the Cadets have flown more than 5,000 hours since the first of the year. One plane was recently in the air for a total of 13 hours, 55 minutes in one 24-hour period.

Class 41-E was scheduled to leave Moffett Field for advanced training at Stockton on April 29, with Class 41-G entering Moffett Field at the same time from the elementary training schools.

Scores of new officers have been arriving at Moffett Field during the past few weeks, until rosters are far behind on the influx.

The incoming new officers, many of them called to active duty from inactive status, will take part in the impending split-up of present organizations and the organization and activation of new schools. Two new basic schools will be established, one at Bakersfield and the other at Taft, Calif. Other new schools will be established at Mather Field, Sacramento, Calif.,

Phoenix, Ariz., and Las Vegas, Nevada. The staffs of these new schools will be made up principally of officers who have been engaged in the training program at Moffett Field, or who have been called in for a short period of training prior to the opening of the new schools.

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GULF COAST TRAINING CENTER

Basic Flying School, San Angelo, Texas

Ninety-six Flying Cadets of Class 41-E completed basic training on April 29, and 76 were sent to the Advanced Flying School, Kelly Field, Texas, and 20 to the new Pursuit School, Selma, Ala.

With the departure of this first class to complete the course at this new basic flying school, the new class (41-G), 168 strong, arrived from elementary flying schools located at Sikeston, Mo., and Fort Worth, Texas, and from one of the new Air Corps training detachments established at Jackson, Miss.

Adding the upper class now undergoing training to the incoming class raised the total number of students to 316, although the field was originally designed to handle only 200 students.

On May 7, 1941, however, bids were opened in the office of the District Engineer, Galveston, Texas, for the enlargement, within a period of 60 days, of the physical plant, this to include the construction of 35 new buildings or additions to present ones. The construction will be under the supervision of Captain R.J. Harrison, Corps of Engineers, who was in charge of the original building program. The additional construction work, when completed, will relieve the congestion of the Cadet barracks and mess hall, now greatly overcrowded.

Hope is expressed that a photographic laboratory will be provided for in the expansion, since members of the photo department have been forced to use the facilities of the local newspaper at night in order to turn out their work. The News Letter Correspondent states that these men are to be commended for the quality of their laboratory efforts, working under such adverse conditions as lack of time and equipment.

Lieut. Colonel George M. Palmer, the Post Commander, with Major C.T. Myers, Operations Officer, recently flew to Washington to check expansion plans with the Office of the Chief of the Air Corps.

Hitler has torn up ALL the rules of international law. - Secretary Stimson

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TENTS SPRING UP AGAIN AT SCOTT FIELD

"Tent Town," used last fall as temporary quarters for students attending the Radio Communications School at Scott Field, Ill., and abandoned upon completion of the recently constructed student area, housing 5,000 men, is being re-erected to perform its previous function.

The tent area of 95 tents, accommodating six men each will house soldiers arriving at the station who are qualified for radio training. They will be assigned to regular school squadrons which will pay them and provide other administrative details.

When classes are graduated from the Communications School, as they are every two weeks, men who have finished their period in the tents will move into the barracks of the squadrons to which they have been assigned. The tents will be in service pending the completion during the summer months of an additional student area, provided for in a recent \$3,000,000 appropriation for the expansion of Scott Field training facilities.

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IT'S NOT A HABIT, THOUGH

Tsk-tsk! What's the Army coming to when a private can get away with telling a general "No?"

It really happened, though, at Randolph Field, Tex., where the U.S. Army Air Corps pilot training program is gaining rapid strides.

The general asked: "May I make a navigation flight this morning?"

The private answered: "No sir - conditions won't permit it."

Weather forecasters in the big office at the "West Point of the Air" receive attention when they speak, but actually most of them are noncommissioned officers instead of privates.

A maze of graphs, teletype machines, telephones and busy workers mystifies the casual visitor, and data on cloud formations, ceilings, temperatures and winds aloft as high as 20,000 feet is just so much Greek.

But when a forecaster gives his opinion about flying conditions, nobody disputes it because weathermen are trained to a "T" for their jobs and aren't trusted until Uncle Sam is absolutely sure of their competency.

For testing direction of winds and their speeds, balloons are sent from the field four times daily, and weather-observing officers fly with pilots at regular intervals to determine wheth-

er Cadets may take off for their training.

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Class 41-E Graduates From Randolph

Flying Cadet Class 41-E bade good-bye to Randolph Field, Texas, on April 26, and departed for advanced training schools to receive their final 10 weeks of schooling prior to becoming commissioned officers in the Air Corps.

Of the 316 students who graduated, 78 were assigned to Barksdale Field, La., 119 to Brooks Field and 129 to Kelly Field, Texas.

During the last two days of April, a new class, 354 strong, moved in at Randolph Field, joining 373 other Flying Cadets who became upper classmen.

A dinner dance was given on April 19 as a farewell party to Class 41-E.

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More Cadet Officers for Randolph Field

Randolph Field's Flying Cadets will hereafter be divided into eight companies instead of four, according to Captain Sydney D. Grubbs, Jr., Commandant of Cadets. The Cadet Regiment now consists of two battalions instead of one. This change will enable many more student pilots to obtain experience in handling men prior to being transferred to the advanced flying schools.

The Cadet Companies, which ran from "A" through "D," now run through the letter "H."

The total of 754 Flying Cadets at Randolph Field on May 1st is lower than at any time in the past year, due to the opening of another basic training field at San Angelo, Texas. Many Flying Cadets originally booked for Randolph are now being trained at San Angelo, Texas.

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Class 41-C Graduates From Kelly Field

In line with the Air Corps goal to train 30,000 pilots the coming year, 185 Flying Cadets of Class 41-C received their commissions as second lieutenants and the coveted silver "Wings" during the graduation exercises held on the morning of April 25 in the Post Theater.

Included in the class, the third to graduate in 1941, were three student officers, two Regular and one Reserve. Representing every walk of life, the class contained lawyers, divinity and medical students, mining, civil and mechanical engineers, farmers, manufac-

(Continued on Page 14)

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TRAINING

PANAMA TECHNICAL INSTRUCTION

The Panama Canal Department Training Base at Rio Hato, Republic of Panama, is recognized as the fountain from which military learning flows to personnel under specialized instruction from every component in this Department.

It so happens that most of the student soldiers are in training for various technical assignments. The availability of wide overland spaces and the adjacent Pacific beach, make it an ideal location for training. An important activity of the Training Center which hitherto has received little public notice, is the Air Corps Technical School established here, under the command of Maj. Guy F. Hix, Air Corps. It duplicates in a reduced scale the technical instruction available through Air Corps facilities at special schools in the States.

Courses are offered in airplane power plants, structures, propellers, instruments, and hydraulics, each of which require seventy hours of intensive instruction. There are additional courses particularly adapted to qualifying suitable enlisted men for their duties and responsibilities as Air Corps non-commissioned officers, in our rapidly expanding Army.

Tech. Sgt. A. I. Hurin, A. C., heads the instruction staff as chief instructor and is a graduate of the Air Corps Technical School, located at Chanute Field, Illinois. There are thirty-five other instructor specialists who have also graduated from branches of this same school or have been particularly selected here because of previous experience and merit.

The school has been in operation during the past nine months and the fifth graduating class finished on April 5. Even though the instruction is exacting and calls for the closest application by students, the method of selecting suitable candidates for the school has been so uniformly successful that only 20 per cent of the students so far have been eliminated during the various examinations which are interspersed from time to time.

Thus the Panama Canal Department Air Force, under the command of Maj. General Frank M. Andrews, has not been compelled to depend entirely on schools in the States for furnishing experienced enlisted technicians. Through their own efforts, from personnel and facilities available in this Department, they are turning out good workmen, able to take their place at the side of the "old timers" in maintaining the latest

airplanes and other intricate aviation equipment in top condition, ready for its defensive role in protecting America's "life-line," the Panama Canal.

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TRAINING OF WEATHER OBSERVERS

Enlisted men at Scott Field, Belleville, Ill., desirous of entering the weather service are especially fortunate in being on duty at an Army post having one of the few Base weather stations in the service.

While Air Corps station commanders have been asked to transfer into weather squadrons men qualified for training, the equipment and training facilities necessary to conduct the preliminary Weather Observers' course developed at Scott Field can be only carried at similar base stations.

Master Sgt. H. J. Pryber, senior instructor and noncommissioned officer in charge of the station at Scott Field, has acquired two former university men as assistants. Pvt. Charles W. Svetlik, a graduate of the Wisconsin State Teachers' College, instructs the students in the use of maps, codes and charts, while Pvt. Kenneth C. Wallander, who received degrees from the State Universities of both Wisconsin and Minnesota, teaches theory, mathematics and physics.

The training received at the Scott Field weather office prepares the students for the entrance examination for the three months' forecaster class conducted at Chanute Field, Ill.

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CADETS GRADUATE FROM RADIO COURSE

Marking the successful completion of a 16-week training period, 57 Flying Cadets graduated from the Officers' Radio Communications course, conducted at Scott Field, Ill., and received diplomas. The graduates will be assigned to duty at other stations, where they will be given twenty weeks of actual application of their newly acquired knowledge.

Upon the completion of the training schedule, designed to meet the need for more communications officers, the graduates will receive commissions as 2nd Lieutenants in the Air Reserve.

The cadet detachment quartered at Scott Field, numbering at present 150 men, recently moved to new quarters, built at a cost of \$19,000 and planned to house 180 cadets.

While attending the classes at Scott Field, the cadets are under the command of Captain E. S. Allee, supervisor of the Officers' Radio Communications course.

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OPERATIONS

THE MASS FLIGHT OF BOMBERS TO HAWAII

The mass flight of 21 "Flying Fortresses" on May 13 from Hamilton Field, Calif., to Hawaii, recalls to mind the fact that almost 14 years ago, on June 28-29, 1927, First Lieuts. Albert F. Hegenberger and Lester J. Maitland, Air Corps, were the first airmen to make a non-stop flight across the 2400-mile stretch of water separating Hawaii from the mainland of the United States. It will also be recalled that several months later a number of civilian flyers attempted to accomplish the same feat in competition for prizes aggregating \$35,000, offered by Mr. James D. Dole, Hawaiian pineapple planter. Two planes out of eight starters finished, and seven flyers were lost at sea and three were killed in crashes before the start.

Thus, after a lapse of 14 years, it would seem that this erstwhile hazardous crossing is all in a day's work with the present-day heavy bombardment plane.

The 21 B-17D's, the latest model of the "Flying Fortress," were commanded by Colonel Eugene L. Eubank, Air Corps. Lieut. General Delos C. Emmons, commanding the GHQ Air Force, was in the leading plane. Taking off from Hamilton Field at 9:20 p. m., E. S. T., the planes landed at Hickam Field, T. H., the following day at 11:28 a. m., E. S. T. Thus, the long flight over the Pacific was accomplished in the elapsed time of 13 hours and 59 minutes, as against the record of 25 hours and 50 minutes of the epochal flight of Lieuts. Hegenberger and Maitland, who are now Lieut. Colonels in the Air Corps.

As a precautionary measure for this flight of land planes, the Navy Department provided destroyers at three stations enroute.

The arrival of these planes mark the first of the Flying Fortress type of bombers to be stationed in Hawaii. Others will follow later. Prior to their arrival, the most modern type of medium bomber, with an operating range of approximately 800 miles at sea, had been part of the Hawaiian command. More of these medium bombers also are to be delivered in the near future, according to a War Department announcement.

The B-17D has a speed of more than 300 miles per hour and is equipped with the most modern armament and armor.

The "Flying Fortress" has well established its reliability in long-distance flights. Over three years ago (February 15-27, 1938), six B-17's successfully accomplished a Good Will Flight from

Langley Field, Va., to Buenos Aires, Argentina, and return, a total distance of 11,082 miles.

Later in that year (August 3-11), three B-17's were flown on a Good Will mission from Langley Field to Bogota, Colombia, and return.

In the following year (November 10-26), seven B-17's, with General Emmons in command, were flown on a Good Will mission from Langley Field to Rio de Janeiro, Brazil, and return, the total distance covered being approximately 12,000 miles.

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GUNNERY PRACTICE BY 36TH PURSUIT

The 36th Pursuit Squadron, Mitchel Field, N.Y., recently returned from a most successful gunnery camp, made possible because of the great interest of the enlisted personnel in the firing and their maintenance of the airplanes in such an exceptional manner that no time was lost for repairs of any kind.

Several squadrons of the 8th Pursuit Group were recently engaged in gunnery practice at Groton, Conn.

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HAWAIIAN AIRMEN ENJOY OVERNIGHT STAY

During a routine training flight to other islands, 12 pilots were forced to remain overnight in Hilo, on the Island of Hawaii, due to bad weather. The airmen were delighted over the opportunity of seeing more of the town from the ground. They returned the next day laden with orchid leis and native curios.

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BOMBER LANDS IN GATUN LAKE

Occupants of a Bombing plane recently received thrills added to those ordinarily experienced in night flying. While circling over Gatun Lake at 1500 feet, both engines failed. Efforts to start them by Lieuts. R.C. Good, L.E. Henson and Tech. Sgt. Richard McDowell proved in vain. With only the wing lights to show the way, a successful landing was made on the lake. Sgt. McDowell stated: "She skipped once and then hit - and, man! It was a long, long time between...." Pvt. 1st Cl. L.C. Enright, in the nose of the plane, was knocked out by the landing impact. He missed drowning in the flooded compartment only by being pulled out by Lt. Henson and the prompt application of artificial respiration by Capt. J.D. Moreley, Flight Surgeon, a passenger. The plane remained afloat three days until salvage operations were accomplished. It was a total loss, the bottom being ripped out by the stumps sticking up in the lake. Others aboard were Sgts. L. Magliano, C.J. Morresette and Pvt. 1st Cl. O.R. Butler.

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O P E R A T I O N S

MCCHORD FIELD PERSONNEL IN MANEUVERS

The first assignment of officers and men from the 89th Reconnaissance Squadron to Felts Field, Spokane, Wash., for participation in maneuvers, were relieved and returned to McChord Field on April 23rd.

Seven pilots participated in ten days of intensive training in night and instrument flying, and they were relieved by six new pilots. Acting as crew chiefs at Felts Field are Tech. Sgt. Garlinger and Sgt. J.H. McKnown. Sgt. M.S. Hale is attached to the 89th crew; Cpl's. R.F. Phillips and E.J. Saylor are engineering the field floodlights, and Sgt. Michaud, Col. Levy and Pvt. 1st Cl. Bowers are the radio operators.

Every day sees more improvements at the camp. A recreational truck, leaving nightly and carrying the men to and from Spokane, is usually crowded, for the people of Spokane are making increased efforts to entertain the men in uniform. Plans are under way to establish a recreational center for them in some centrally located building - a place large enough for the men to read, lounge and hold dances. Those who are in charge say the center is akin to the "Hostess" houses established during the last war, and the boys say - "Not bad; not bad at all."

An initial cadre of 19 officers and 25 enlisted men have been participating in a month-long field exercise at Felts Field, under the command of the 17th Bombardment Group. The training period is devoted to transitional and night flying under field conditions, and upon the conclusion thereof other personnel will take the field.

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McChord Field, Wash.:

The 95th Bombardment Squadron has been busily engaged in flying the new B-25's with which it will soon be completely equipped. The first three of these planes were ferried from the North American aircraft plant by Majors Lawson, Goodrich and Captain Blakey, and they, in addition to nine other pilots, have completed their check-offs on these fast-flying medium bombers.

Ten pilots of the Squadron, graduates of Classes 40-D and 40-E, have been checked off on the B-18, B-18A and B-23 Bombers.

MacDill Field, Fla.:

Among the activities of the 43rd Bombardment Squadron during the latter half of April were cross-country navi-

gation flights, gunnery on slick-covered water and on tow targets; and bombing missions on slick and on the MacDill Field range, qualifying enlisted men at various altitudes.

Crews from the 52nd Bombardment Squadron ferried back from March Field the first four of a number of "Flying Fortresses" to be assigned for service at the Florida station. After being checked and flight-tested at March Field, these bombers arrived at MacDill Field on April 23rd, and the oldtime B-17 crew chiefs greeted them much the same as a new baby in the family. Within five minutes after the big ships landed, mechanics were climbing all over them, so as again to familiarize themselves with the new equipment.

In this connection, the News Letter Correspondent of March Field, Calif., commenting on the receipt of a rush order by the 30th Bombardment Squadron for the transfer of these four planes to MacDill, stated: "The men crewing these airplanes have a sad note in their voices when speaking of their departure because in many cases these planes were their 'First Love,' - the first airplanes they crewed which were fully equipped for any type of tactical mission. However, there is a brighter side, because they feel that they will soon be assigned to crew a newer and better type aircraft."

Master Sgt. Ballard E. Small, Line Chief, and the crew chiefs of the four planes, Master Sgt. A.E. Stewart, Tech. Sgts. L. G. Patchin, C. L. Hunley and Staff Sgt. T.J. Crumley were busy preparing the airplanes for transfer, each plane being given a complete 50-hour inspection and all technical orders being complied with.

Langley Field, Va.:

Lieut. Colonel Harold D. Smith and Major Francis B. Valentine, commanding the 34th and 43rd Bombardment Groups, respectively, were recently engaged on an extended x-country flight throughout the New England States to survey possible locations of bombing ranges in the vicinity of the new air bases at Bangor, Me., and Westover Field, Mass.

Savannah Air Base, Ga.:

Five officers of the 27th Bombardment Group (L), Lieut. Colonels B.S. Thompson, G.A. McHenry, Captains Norman R. Burnett, A.L. Schroeder and 1st Lieut. Edward N. Backus, departed for March Field on April 19th to ferry back five A-20A airplanes.

OPERATIONS

MANEUVERS AT FELTS FIELD, WASH.

Since April 13th, personnel of McChord Field, Wash., have been participating in field operations at Felts Field, Spokane, Wash.

The start of the second week of training saw some 10 ships, 48 officers, six flying cadets, and 150 enlisted men working hard on a well planned 24 hour a day schedule.

Under the command of Lt. Col. W. R. Peck, the personnel, representing every tactical outfit stationed at McChord Field, devoted themselves to the tasks and inconveniences of maneuvers with such splendid efficiency and cooperation that the week-old camp is already installed, in field fashion, with practically all of the convenience of home and few bottlenecks, everything considered.

Lieut. E. E. Johnson, 42nd Air Base Group, supervising a crew of men from the 5th Bomb. Wing at Felts Field, had the small tent city laid out and ready for occupancy by Sunday, April 12th, the official opening day of the maneuvers. Actual flying started the next day.

On arrival, the flight crews, ground crews, transportation, communications, medical, maintenance, and operations sections were all speedily located in their respective tents and established in smooth running order. With the exception of some of the peculiar hours required, and the absence of the familiar PX, there is little to be desired.

A rigorous flying schedule of three hours of day flying and eight hours of night flying is being adhered to, in order to carry out the basic assignment of the maneuvers for the pilots in training to complete the GHQ and War Department requirements for instrument and night flying. The night schedule was divided into two shifts of four hours each, the pilots and crews alternating the early and late shifts. Extra hours of day flying have been added when necessary.

To supply needed fuel, two trucks, hauling two trailers each, were dispatched from McChord Field with 8,000 gallons of gas. With Sgt. Allen, 89th Recon. Sqdn. in charge, the trip was made in 22 hours.

So far the maneuvers have been favored with sparkling spring weather, and the City of Spokane, as yet "uninvaded" by the Army in any quantity, may be called a soldiers' paradise. The city is easily accessible from Felts Field and the reception of the men with wings has been enthusiastic.

A word may also be said for the fine efficiency of those responsible for the cooperation between the camp and McChord Field. Supplies, mail, laundry, and the things the boys forgot to bring have been arriving promptly on request.

The 89th Recon. Sqdn. is well represented, some 35 officers and men actively participating. Two bombers, a B-23 and a B-18A, carrying the red and yellow checkered coloring of the 89th, which are on the line at Felts Field, are receiving a thorough workout from the 89th pilots to complete the requirements in instrument and night flying. The pilots are: Lieuts. L. A. DeLapp, W. E. Carter, R. E. Wegner, C. Sharpless, E. Valorz, and A. M. Thomson, with Lieut. W. J. Wrigglesworth acting in command of the 89th. At the end of the first week, Lieuts. DeLapp and Carter were checked off as first pilots on day and night flying in the B-18A, and on day flying in the B-23.

Lieut. D. M. Jones, of the 17th Group, and Capt. W. L. Taylor, aide to General Curry, have been filling in as first pilots on the 89th ships in order to keep the schedule intact.

To date, ground operations under crew chiefs Staff Sgt. Henry, Sgts. Routhier, McKown, and Beckwith, have proceeded smoothly and with no delays. Sgt. J. McMahon is acting flight chief.

Various other 89th Sqdn. men are occupying key positions at Felts Field. Cpl. Murphy and White are operating the field flood lights; Sgts. Hunn and Humeston are performing all the armament inspections and maintenance on the field, and Cpl. Stuart is assisting the ground radio section.

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When 1st Lieut. Howard F. Bronson was assigned as squadron commander at France Field, Canal Zone, one of the first things he ordered was the movement of the orderly room to the hangar. With this move, the squadron commander needs only to have one office. With the office on the line among the men, where more than 90% of the squadron personnel work daily, the commanding officer expects to form a better understanding with the members of his command and to be of a greater assistance to them in their work.

The new system is working out very favorably, and some are asking why it was not done before. The only handicap at present is the lack of desired space for all the functions. It is expected, however, that this situation will be remedied in the near future. Plans were formulated for an addition

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to the North wall of the hangar in the form of a lean-to, 15 feet square. It is just a matter of routine before the Quartermaster approves this request. The welding shop will be moved into the new addition, giving the hangar office the desired space to run an efficient organization.

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CONCLUSION OF MOBILE FORCE MANEUVERS

The final critique of the 1941 maneuver season was held at the headquarters of the Panama Mobile Force on the morning of April 5th in order to study the lessons learned and to outline plans for subsequent operations.

In attendance were officers of the Mobile Force from both sides of the Isthmus and high ranking officers from the Air Corps and Coast Artillery Corps. Admiral Sadler and members of his staff were the guests of Maj. General W. E. Prosser, commanding the Panama Mobile Force.

Large maps and charts, covering the recent operations, were presented for instruction and, after a general explanation of the purpose of the meeting, a more detailed study of the maneuvers was made. This was followed by an explanation of the proposed organization and a discussion of the problem by the several regimental commanders, followed by remarks from Department and Air Corps officers. The critique was closed by a short address by Gen. Prosser.

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MITCHEL FIELD DEMONSTRATES AIR-RAID PROTECTION

To give the public a picture of what the Air Defense Command will do in the event of an invasion, an elaborate demonstration of the air-raid warning system and intercepting system was staged at Mitchel Field on Sunday, April 20, 1941.

Some 5000 persons witnessed the demonstration, which was dramatized in a coast-to-coast broadcast over the Columbia Broadcasting System. Cameramen of four newsreel companies recorded every detail, so as to give potential volunteers for the civilian observation work an idea of their duties. The War Department recently announced plans to enlist more than 500,000 civilians as observers and plotters and telephone operators in filter and information centers.

Civilian observers first spotted the "enemy" B-18 bombers from Langley Field over Long Island Sound in the vicinity

of Great Neck, and telephoned the alarm to the nearest information center. The course of the invading planes was plotted quickly and 12 planes from the 36th Pursuit Squadron were dispatched to meet the invaders. The pilots dashed to their planes, which had been warmed up previously, and took off in less than a minute after they had received their telephoned instructions.

As the "enemy" planes came within range of the ground defenses, the anti-aircraft guns went into action, firing blank three-inch shells. The guns had been rushed by motor truck from Fort Totten, Queens, by the 62nd Coast Artillery.

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SIGNAL MEN IN MANEUVERS

Snow, sand and sea water were all included in a week's joint maneuver recently completed by the 321st Signal Co., Air Wing, and the 25th Signal Platoon, Air Base, at March Field.

The group was encamped the first night in the snow and ice along the shore of Baldwin Lake. A sudden shift of temperature was experienced as the convoy dropped the next morning through the Mojave Desert and pitched camp for the following night on the county fair grounds at Imperial.

The next three days were spent at Dripping Springs in the Cleveland National Forest, where the men engaged in a communications problem, stringing wire through the mountains, setting up five telephone switchboards, three telegraph sets and operating three message centers. Hikes, mapping and sketching were also included in this training program.

A side trip was made to Oceanside, giving several men from the midwest an opportunity to view the Pacific Ocean for the first time. Almost perfect weather marked the trip, this being the first time the 321st had ever been on an overnight problem without having to camp in the rain.

Eighty men, including four officers, made the trip. Lieut. Blount and two men from the Medical Corps accompanied the group. A rolling kitchen and portable Post Exchange furnished all the necessary chow and incidentals. The sole casualty reported was diagnosed as an overdose of camp-cooked beans.

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The lamps of Liberty are lit.
The flames burn brightly.

They must NOT die down.
Frig. Gen. Davenport Johnson

FLIGHT TO LIMA

Maj. General Frank M. Andrews departed from Albrook Field on Friday, April 11, in command of a tactical training flight of two bombers for Lima, Peru, and returned to Albrook Field on Thursday, April 17. The route down was by way of Cali, Colombia, and Talara, Peru, and the return flight was by way of Talara, Peru. Passengers on the flight in both directions were: Hon. Emelio Ortiz de Zevallos, Peruvian Minister to Panama, and Col. Kenna G. Eastham, G.S.C., of the Panama Canal Department.

On the return flight, two Peruvian officers accompanied Gen. Andrews. They were: Capt. Hoige of the Peruvian Navy and Maj. Hubner of the Peruvian Army. These officers will spend a fortnight in the Canal Zone observing military aviation training.

Accompanying Gen. Andrews on the flight, as members of the crews were: Col. Francis M. Brady, A. C., Acting Chief of Staff of the Panama Canal Department Air Force; 1st Lieut. Hugh D. Wallace; 2nd Lieuts. John H. Carter and Rudolph M. Miro; Tech. Sgts. Marvin M. Ebinger, George H. Johnson, and Henry W. Pike, and Staff Sgt. Gustav H. L. Fehrm, all of the Air Corps.

Gen. Andrews and Col. Brady were greeted warmly by Peruvian officials and a series of entertainments, combined with the practical work of the flight, made it interesting as well as productive of valuable results.

Previously, on March 31st, Gen. Andrews flew to Bogota, Colombia, in a transport plane and brought to the Canal Zone, Hon. Spurville Braden, U.S. Ambassador to Colombia. This was a special flight to expedite the journey of the Ambassador, who was enroute to the United States. The 1,000-mile round trip was completed in six hours, including the stop at Bogota. The personnel in the flight, in addition to Gen. Andrews were: Capt. Marvin F. Stalder, A. C.; Technical Sgts. Frank C. Thomas, Russell W. Kleckner and Staff Sgt. Glenn W. Frum, Air Corps.

Flies to Guatemala

On April 14, three bombers, under the command of Lieut. Colonel Rex K. Stoner, departed from Albrook Field on a regular monthly tactical flight to Guatemala, by way of Salvador. The return trip was by way of Tegucigalpa, Honduras, Managua, Nicaragua, and San Jose, Costa Rica. The flight returned to Albrook Field on April 16. The personnel of the flight were as follows: Capt. Jack M. Malone, 1st Lieut. John P. Proctor, 2nd Lieuts. Edward W. Scott,

Keith K. Lynnton, and Eugene H. Berkenkamp; Staff Sgt. Alexander Adams, Sgts. John A. McDonald and Otto G. Anderson; Cpl. Frederick H. Lanigan, and Pvts. 1st Cl. John E. Richards and Charles F. Dupont, all Air Corps. Lieut. Colonel Thomas G. Dobyns, I.G.D.; Maj. Gaulden M. Watkins, Inf.; Maj. William A. Wedemeyer, F.A.; Maj. Arthur Roth, C.A.C.; and Capt. John W. Donnell, A.G.D., accompanied the flight from the Canal Zone to Guatemala City and return.

The many interesting contacts developed on previous tactical flights to Central America were renewed and flight information was verified and amended. Various other flights of a special nature to distant points were made in recent weeks and an ever increasing number of officers and enlisted men of the Panama Canal Department Air Force have had the opportunity of participating in these flights. Participation in such flights is one of the highlights of foreign service in the Panama Canal Department.

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AN ENGINEERING RECORD

On the afternoon of April 10th, the Borinquen Field Base Engineering Department was notified that a bomber had cracked up on the runway. Thirty minutes later, all arrangements for temporary repairs were made.

A close inspection of the plane revealed that the entire tail assembly and all its reinforcements were torn off and badly damaged, also that the major portion of the metal from the tail post to rear end of fuselage needed replacement.

Under the direction of Tech. Sgt. V. E. Thompson, inspector, repair work was immediately started. In less than 45 hours from time of accident, the plane was flight-tested by 1st Lieut. Herbert Morgan, Jr., engineering officer, found acceptable, and then flown to the Middletown Air Depot for overhaul.

The crew performing the repair work comprised Tech. Sgt. V. E. Thompson, Staff Sgts. C. Jones, R. H. Dulude, C.E. Thomas, S.H. Voyles, Sgt. R. Heyland, Cpl. Hardin, Pvt. 1st Cl. J.L. Mitchell, Pvts. H.D. Shaw and H.C. Collier.

A year ago, sugar cane grew and flourished at the spot where this work was accomplished. In that brief span of time, under the direction of Lt. Col. R.V. Ignico, base engineering officer, shops were built, machinery installed and new men trained. Much is yet to be done, but the above accomplishment needs no trumpets' flourish to sound Borinquen Field's key note--efficiency and coordination.

Moffett Field, Calif.:

During the Army Day celebration on April 6, Moffett Field entertained over 40,000 visitors. Between 14,000 and 16,000 private cars passed through the gates of the post, and others were parked along U.S. Highway No. 101 for three miles in either direction from the field.

One of the prime reasons for the success of the day was the cancellation of other open house celebrations in the San Francisco Bay area, weather reports indicating rain and stormy weather for the weekend. Moffett Field's weathermen, however, maintained that the weather would be fair and warm, and plans for the celebration went on without any fear of a downpour. As usual, their predictions were "on the nose," and special military police appointed for the day later complained of sunburn.

All phases of air training were on display. Of prime interest were the activities around the massive Moffett Field hangar, where over 50 BT-13 airplanes were lined up for inspection, 28 of which were used for demonstrations of actual flying in connection with training. During the afternoon, a formation of 37 planes, in three elements of nine each, passed across the field in review.

A number of operation and equipment exhibits provided instructive views of activities at an Air Corps training school. Air Corps supply had a complete display of flying clothing and personal equipment of a flyer. Base engineering demonstrated various types of propellers, tools, parachutes, and other aircraft essentials. The Academic Department provided visits to classrooms for the observance in detail of school activities. Housekeeping in the Army also seemed to be of prime interest, many thousands crowding through the Flying Cadet barracks to examine the mess hall, sleeping quarters and recreation rooms.

Hundreds of visitors stood in line awaiting an opportunity to walk across the ramps built over the wings of three basic training planes to afford them a view of the controls and instruments. The OA-9 amphibian and another observation plane also attracted much attention.

To make the day more complete for the visitors, two concerts were given by the 160th Infantry Band from San Luis Obispo. A 75 mm. gun, brought by Battery "A," 143rd Field Artillery, also from San Luis Obispo, fired occasional salutes.

Additional examples of air field op-

erations were provided by a Signal Corps and operations office demonstration of actual radio flight control from the airdrome control tower to aircraft in the sky. The post photographic section exhibited aerial photographic equipment and the work produced by it. Weather maps and forecasting paraphernalia were shown by the Weather Office, and first aid demonstrations were given by the Moffett Field station hospital.

Another attraction, in the form of a modern recruiting trailer and public address broadcasting of programs, was provided by the recruiting office.

The activities of the day were closed by a formal retreat ceremony staged by the Flying Cadet Detachment, with the cooperation of the 160th Infantry Band and the Battery "A" gun crew from the 143rd Field Artillery.

France Field, Panama Canal Zone:

Army Day was observed with open house from 2:00 to 5:00 p.m. Bombers which figured prominently in recent Central American, Caribbean, Brazilian, Peruvian and Colombian flights, were displayed on the hangar line. There was also a display of ordnance equipment, including various sizes of demolition bombs, pistols, shotguns, machine guns, flares, gas masks and grenades.

The radio department displayed various kinds of broadcasting and receiving sets in use in airplanes and ground stations.

Nichols Field, P.I.:

For probably the first time since its institution, Army Day was really observed in the Philippines, with Nichols Field playing a leading role.

Army Day was heralded on April 4, 5, 6 and 7 in all editions of the three English newspapers of Manila. A seven-page supplement of the rotogravure section of the Sunday Tribune carried features and stories of the status, the work, the equipment and expansion of the U.S. Army.

A demonstration flight was Nichols Field's contribution to the Army Day program. The formation, led by Maj. Kirtley H. Gregg, flew over Cavite, Corregidor, Forts Stotsenburg and McKinley, and passed in review over the residence of the American High Commissioner and the departmental headquarters in Manila.

Large crowds lined the Luneta and Dewey Boulevard to witness the demonstration. All the Manila papers were enthusiastic in their praise.

FAST TRANSPORTATION OF DRUG SAVES BOY'S LIFE

A recent mercy flight from Salt Lake City, Utah, was instrumental in saving the life of a boy who lay critically ill in a copper mining camp in semi-isolated northern Nevada.

A victim of streptococic infection, the 5-year-old son of H. S. Gragun, storekeeper for the Mountain City Copper Company at Rio Tinto, Nevada, was reported recovering after sulfanilamide was rushed by plane and automobile to his bedside.

A telephone call in the morning for the drug from Dr. T.R. Seager, of Rio Tinto, reached the manager of a pharmacy in Salt Lake City about 15 minutes after a westbound passenger airliner had taken off, and the next means of transportation was a passenger bus due to leave at 1:30 p.m. A few minutes after the pharmacist contacted Lieut. Colonel Earl H. DeFord, Commanding Officer of the 7th Bombardment Group, a B-18, in charge of Lieuts. D. F. Sharp and S.M.H. Walker, of the 9th Bombardment Squadron, was enroute to Elko, Nevada, with a small vial of sulfanilamide aboard.

The plane arrived in Elko at 10:18 a.m., an hour and 22 minutes after its departure. The drug was immediately transferred to Dr. Seager's waiting automobile, and shortly thereafter it was in Rio Tinto to serve its very important purpose.

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TWO SERVICES JOIN IN EMERGENCY FLIGHT

The speed, machine-like efficiency, and cooperation of two government aviation services was recently demonstrated when the U. S. Coast Guard and the McChord Field Air Base teamed up to save a soldier's life.

Private F.L. Gulch, of the U.S. Coast Artillery, Fort Worden, Wash., was dangerously ill. Grangrene had set in, and doctors conceded that his only chance to survive was to rush him by plane to the Letterman General Hospital at the Presidio of San Francisco, Calif.

Following a hurried call to the Coast Guard, an amphibian plane was dispatched from Port Angeles, piloted by Lieut. M.C. McDermid and Ensign A.V. Woerker, and the soldier was flown to McChord Field, Wash. In the meantime, a call had been put in to McChord Field to have a plane ready, and a bomber was warmed up so as to be ready for instant flight.

Soon a speck appeared to the north

which quickly took the shape of a big amphibian plane, and as it taxied in beside the big B-23 bomber an alert emergency crew went into action. It was the work of but a few minutes to transfer the patient to the huge warbird.

Piloted by Captain Terrell, with Lt. Duncan as co-pilot and Major Smith, of the post hospital, attending the patient, the bomber was soon off on its way towards Hamilton Field, Calif.

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PANAMA AIR FORCE IN MERCY MISSION

An Army transport, piloted by Lieut. Robert O. Good, flew to the interior of Panama on April 24th and returned with 8-year-old Nancy Lee, daughter of Thomas Lee, Chinese Consul in Panama. Upon arriving at Albrook Field, little Nancy, seriously ill with malaria, was taken immediately to the Panama Hospital and, at latest reports, was showing improvement.

Capt. Edgard L. Olsen, surgeon at Albrook Field, and his medical assistants, Pvts. Purdue and Rowley, passengers on the flight, attended little Nancy on the return trip. In addition to the pilot, the crew consisted of Lieut. William J. Veldon, Tech. Sgt. O. R. Hutchins, and Staff Sgt. W. R. Haughton.

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Class 41-C Graduates from Kelly (Cont'd from P. 6)

turers, morticians and merchants and representatives of other trades and professions. Average young Americans with ability to learn, they desire to serve their country in the hour of need.

Seven and one-half months ago, they reported at civilian primary flying schools and began training on the simplest of military planes, powered with 165-225 h.p. engines. In this phase of training they received 65 hours of dual and solo flying. They were then transferred to Randolph Field, where they received 65 hours of basic flying training on planes with fixed landing gear and manually controlled wing flaps. In addition, instruction was given in meteorology, aerodynamics, theory of flight, maps and map reading, navigation, communications and military drill. They were then shifted to Kelly Field, where they received advanced training on modern basic combat planes of 600-625 h.p. motors, with retractable landing gear, constant speed propellers and hydraulically operated flaps. This training included 70 hours of formation, instrument and navigation flying day and night. This completed a course of 200 or more hours of flying.

Of the 181 newly commissioned flyers, 71 were recommended for duty as instructors and the remaining 110 for assignment to tactical units.

Among the many visitors to see their sons or relatives graduate was Lieut. Colonel John M. Clark, commanding the Middletown Air Depot, Middletown, Pa., who pinned his own first pair of wings on the blouse of his nephew, Harry M. Albaugh, of San Antonio, Tex.

V-8838-1, A.C.

TREMENDOUS FORCE OF AIRSTREAM IN NEW WIND TUNNEL

When Nature stirs up a 76-mile-per-hour wind, it is called a hurricane. But man-made wind which will howl through the giant wind tunnel being constructed at Wright Field for Army Air Corps research and development will have more than 25 times the force of a hurricane when the tunnel is operated at its maximum speed of 400 miles per hour.

To create this blast, and to absorb efficiently the driving force of the 40,000 horsepower electric motor which motivates them, fans unlike any ever built before were designed in the propeller laboratory at Wright Field.

The blades for these fans were an especial problem. No existing propeller plant possesses the facilities for making hollow-steel blades of the necessary size. And since all such plants were busy with defense orders for airplane propellers, the wind tunnel's fans are being built of wood by a crew of 36 carpenters and pattern makers, under the supervision of Major Edward M. Robbins, chief of the engineering shops.

Due to their size, the individual blades of the fans look more like airplane wings than blades and are, in fact, airfoils. As described by D.A.Dickey, chief designer of the propeller laboratory, two fans in tandem and 40 feet in diameter will be used. Like spokes on a wheel, 16 blades will be mounted on the hub of each fan.

A complete blade with attaching parts weighs 1500 pounds. The metal hub scales

58,200 pounds. Combined, the two fans will weigh 164,400 pounds and revolve at the rate of 300 revolutions per minute at top speed. At this rate, Dickey calculated, the centrifugal force tending to tear a blade loose from the hub approaches 394,000 pounds, and six tons of air per second is passing through each fan.

The basic stock from which the blades are built comprises 75,000 board feet of prime spruce from the State of Washington. Received in four carload shipments, it was dried out in kilns, machine planed, and vise-glued edge to edge to produce the working widths necessary.

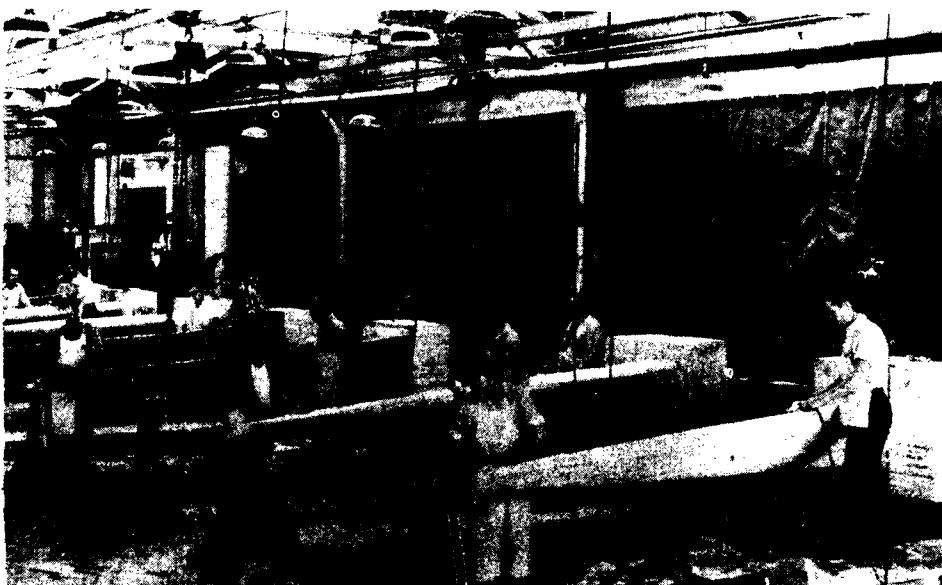
Meantime, the pattern makers, working from blue prints on which the 13.5-foot blade was divided into 13 stations of one foot each, constructed templates (patterns) for each of the 42 layers of the rough blade; two master templates for the face side and camber side of the blades; metal finishing templates for each station; and a special jig press in which the 42 layers are glued together under a pressure of two million pounds.

Special pneumatic spoke shaves were developed at the Materiel Division to work the rough block down until the master template could be slipped on.

A rotary handsaw, riding on the template, cuts vertically into the blade at each station. When these cuts are coated with ink, workmen are guided by the ink marks down to the point where the finishing templates, smeared with black crayon, show up the remaining high spots. When these have been taken off carefully with hand planes, the blade is sandpapered and finished with two coats of aluminum paint.

The whole blade project, 32 blades and eight spares, will have taken six months by completion time, Maj. Robbins stated. Workmen are putting blades through the jig press now at the rate of one a day.

The eight spare blades? "If a model ever tears loose and goes



Production line showing wind tunnel fan blades taking shape.

M A T E R I E L

flapping around the tunnel at 400 miles an hour into the fan blades, come back and I'll show you what these spares are for," declared Major Paul H. Kemmer, chief of the aircraft laboratory in charge of the wind tunnel project.

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NEW UNIT ESTABLISHED AT WRIGHT FIELD

A new department, known as the Scheduling Unit, was recently established at Wright Field. This unit, an agency of the Office of Production Management, Aircraft Section, and consisting of representatives of the OPM, Army, Navy, and British Air Commission, was established for the purpose of exercising control within the aircraft industry of all aeronautical equipment and materials which affect aircraft production. Its function, as the name implies, will be, through complete surveys of the production field as a whole, to schedule materials, machine tools, supplies, etc. among the manufacturers in such a manner as to eliminate bottlenecks, prevent delays, and smooth out conflicts between aircraft and other industries, thus speeding up production. As at present, conditions calling for decision or corrections will be handled by apportioning Air Corps, Navy, or British inspectors at the plant of the manufacturer where possible. Where it is not possible to correct a condition locally, the Scheduling Unit will take up the problem without delay.

At present the members of the Scheduling Unit at Wright Field are Curtis N. Nyden, OPM, Administrator; Maj. J. F. Early, representative for the Army Air Corps; Commander Byron Connell, representative for the Navy; and Colonel William S. Cave, representative for the British Air Commission. Assisting in its work, the Scheduling Unit will have the services of the Production Survey Branch, Production Engineering Section, Materiel Division, headed by Maj. Early.

A formal directive regarding the functions and duties of this new Scheduling Unit is being prepared by the Office of Production Management, and will be issued to all members of the aircraft industry and the related Government representatives.

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NIGHT MAINTENANCE PROBLEMS

AT RANDOLPH FIELD

By the Randolph Field Correspondent

Pioneering night maintenance with the introduction of the new fluorescent

type light, the 53rd School Squadron, Randolph Field, is establishing a number of new records.

Continued large classes of Flying Cadets and fewer planes due to transfers to new fields, make it necessary for every craft to be kept in top flying condition at all times. The 53rd has done its part by raising the daily average of ships in commission from 65 to over 90 per cent. On many days it has had a perfect mark of 100 per cent.

Tech. Sgt. Richard Nelson has placed most of his skilled crews in a central maintenance hangar, with very satisfactory results, despite the fact that the squadron has an all-time high percentage of inexperienced personnel.

Records disclose that approximately 11 jobs per day, a total of 1,009, were accomplished from Jan. 20 to April 26, 1941, a period of 89 working days.

The number of 100-hour inspections totaled 233. The 50-hour inspections reached 243, and there were 66 first 25-hour inspections. Engine changes numbered 52, and miscellaneous tasks, 415.

The more efficient maintenance has contributed materially in making possible a squadron flying time record of 56,529 hours for the past 12 months, of which 52,366 hours were accomplished during the current fiscal year.

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MANY ENGINE CHANGES AT RANDOLPH FIELD

Flying time under the Air Corps expansion program has increased to such an extent that mechanics at Randolph Field, Tex., are setting new all-time records for engine replacements, according to recently compiled figures.

The 46th School Squadron, typical of the field, changed 110 engines in the fiscal year, ending June 30, 1940. By mid-April of this year, however, the squadron has already replaced 114 power plants, with the prospect of adding 18 to 20 a month until the fiscal year ends.

Supervisors account for the drastic increase by citing the larger amount of flying time—49,453.25 hours flown by this one squadron in the last nine months as compared with 46,679.35 hours for the entire fiscal year ending June 30, 1940, which was considered an average year under normal conditions.

No actual overhauling of engines is done at the "West Point of the Air," this work being taken to the centrally located air depot at Duncan Field, Tex.

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.....Fight one more round!.....

V-8838-1, A.C.

PERSONNEL

FIFTY YEARS OF TRANSPORTATION PROGRESS

Seeing the time lapse for the travel of the 400 miles between Spokane and Seattle, Wash., drop from 30 days to one day, and then to 55 minutes, is the experience of Major Marvin Marston, Air Corps, at McChord Field, Wash.

Major Marston, who started traveling at an early age, is in a sense an authority on the evolution of transportation methods, if movements on land, sea and in the air over the period of half a century in the covered wagon, the automobile and air transport can qualify a man to be an authority.

His earliest recollection of pioneer traveling dates back some 45 years, when, at the age of three, he journeyed from his home and birthplace at Tyler (near Spokane), Wash., to Seattle. This 400-mile trek was of 30 days' duration, fraught with dangerous river crossings and all of the hardships of mere trails for roads across desert, forest and mountainous country.

From this early beginning, the major caught the spirit of the call to far places. At the age of 16, after attending school in Seattle, he decided Alaska needed his presence. After a year spent there, he returned to the States and went east to college.

One day in the 1920's, a young man swung into his automobile and traversed the same general route to Seattle as he did when a baby. On this trip, the time element had shrunk to one day. Today, in 1941, in one of the Army's huge bombers, he makes the hop in 55 minutes.

Roughly, the foregoing quickly covers a span of 45 years. To go into the colorful life of this man in detail, however, would take thousands of words. Sketching his life in short order, we find the major for a time as the athletic coach of the Greenville, Ill., College. Then, with the indomitable spirit of pioneering in his veins, he explored the south Hudson's Bay country and for ten years operated the Great North Air Service out of Rouen, Quebec. This outfit was equipped with 22 Wacos, Bellancas and Stinsons. These are not the speediest ships in the world, but what work horses! They carried everything from eggs to oxen, dogs to funerals - and everything arrived safe and sound.

The ability of the airplane to annihilate distance in a country where roads are practically unknown, and the medium of water transportation is too slow for these modern times, is a prime necessity in the development of this

rich, wild country.

By way of illustration...the first trip made into a certain section required ten days of back-breaking labor; the next, with a plane, took just 40 minutes. In this country, much of which is unoccupied and largely undefended, untold opportunities exist. Most of the Canadian area is easily accessible only by airplane, and the abilities of a man of the calibre and training of Major Marston are a prime requisite in settling it. In addition to the initiative, there must be the ability to meet all emergencies, live in the bush and Arctic country, be a mechanical wizard, also a doctor, nurse and commander in combination.

The family tradition of do it and do it in a large way is being carried on by the major's daughter, Jean, one of the first women pilots to receive wings and who is now employed by the American Airlines in the Philadelphia district.

Major Marston is now on duty with the 17th Bombardment Group at Felts Field, Spokane, participating in field exercises.

Considering all of the foregoing, the major's gold leaves were well earned, and the Air Corps is benefitting by his wide experience and courage.

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NEW SQUADRONS UNDER AIR CORPS EXPANSION

Among recently enlisted Air Corps personnel at Randolph Field, Texas, a dozen new squadrons were activated for assignment to fields in Texas and on the west coast. According to present plans, almost half of the men will be sent to Mather Field, Sacramento, Calif. Others were transferred to Ellington Field, Houston, Texas, and some will go to a new field now under construction at Victoria, Texas.

In the meantime, officers in charge of recruit training expect several hundred more new men to arrive at the "West Point of the Air" during the next few weeks.

About 200 who have enlisted in the current expansion program to provide ground personnel for the nation's 30,000-pilots-a-year training schedule have been sent to technical schools at Scott Field, East St. Louis, Ill., and Chanute Field, Rantoul, Ill., for courses in airplane maintenance and mechanics.

On being assigned to duty, they will become eligible for ratings as air mechanics and substantial increases in pay. Each man is tested for his adaptability for the various technical classes being conducted.

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COLORED SQUADRON BEGINS TRAINING By Pvt. Wm. Judy, A.C.

For alert young colored men interested in aviation, the Ides of March was an eventful day. This historic date of Caesar's downfall this year marked the birth of the 99th Pursuit Squadron, first all-colored unit in the Army Air Corps.

On March 21st, the first group of recruits who enlisted in the squadron at Maxwell Field, Montgomery, Ala., arrived at Chanute Field, Ill. More newcomers from other fields soon swelled their ranks, and now there are more than 240 men in the squadron, most of them preparing for training as airplane mechanics and ground crew specialists, in the Chanute Field branch of the Air Corps Technical School.

They will learn how to service and repair planes to be used in training 33 colored pilots for the 99th Pursuit Squadron, beginning about Oct. 1, at Tuskegee, Ala. The colored students will take the regular intensive technical courses previously limited to white youths.

The young soldiers forming the new squadron come from throughout the United States, the largest groups representing the South and East. In civilian life they held a wide range of jobs, while many were college students and outstanding athletes. In the squadron's ranks, for instance, are seven members of the football squad which won the Negro championship for Morris Brown College, Atlanta, Ga., in 1940.

Adapting themselves readily to Army life, the recruits of the 99th are showing a fine cooperative spirit, willingness to learn and work, according to their officers. They are also taking an enthusiastic part in the Chanute Field athletic and recreational program, participating in softball, bowling, boxing and other activities.

The veteran First Sergeant of the squadron, Henry Scott, formerly of Fort Benning, Ga., says that he feels "more than proud" of his position. "I have under my command over 200 of the finest young men in America. The manner that these men go about their respective duties and the effort they put into their work show that they really mean business, and realize what the future holds in store for them."

The sincerity of purpose demonstrated by the youths finds strong support among their parents. Typical of the attitude of fathers and mothers is a letter from Mrs. M. W. McClellan, 657 East 50th Place, Chicago, Ill., whose

son, Oral, has enlisted in the squadron. She wrote Capt. H. R. Maddux, squadron commander:

"Oral is my only son, and I am glad that he can find a place in the service of his country at this time. I hope he will be a credit to her and will render real service in whatever capacity she needs him. If I had 10 sons, I would feel the same way, I assure you."

Officers of the unit are Capt. Maddux, of San Antonio, Texas, squadron commander; Lts. Howell G. Crank, Tulsa, Okla.; Robert C. Smith, Louisville, Ky.; and William F. Klum, Detroit, Mich. Non-commissioned officers assigned to the squadron in addition to 1st Sgt. Scott, are Sgts. Edsel Jett, Fort Huachuca, Ariz.; Jack Dickerson, Greenville, Ga.; James Reed, former line coach of the Morris Brown college football team, Atlanta, Ga.; James Blackstone, Tuskegee, Ala.; and James A. Tibbs, Columbus, Ohio; Cpl. Marshall Thomas, Ft. Benning, Ga.; and Charles W. Settles, Atlanta, Ga. The office personnel also includes Sgt. William C. Minnefield, Montgomery, Ala., and Cpl. Gerald Brown, Mayesville, Ohio.

The squadron has received good wishes from several prominent persons interested in its future. "Cab" Calloway, orchestra leader, wrote: "Lots of luck to a group of boys that we are depending a great deal on. Here's hoping you will come through with flying colors."

Max and "Buddy" Baer, famous boxers, offered their best wishes "to a real bunch of boys who are doing their part in a great cause. May you never regret your part in serving Uncle Sam at this time of world crisis. And may your reward be a safe journey home to your loved ones."

The entrance requirements for the colored men are the same as those of all other Air Corps men. These enlisted men have opportunities to take flights in airplanes and training in air mechanics, instruments, parachute rigging, metal working, welding, armoring and other fields.

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BRITISH GENERAL VISITS NICHOLS FIELD

The Commander-in-Chief of the British Far Eastern Forces, Sir Robert Brooke-Popham, was a recent visitor at Nichols Field, P.I., and was very favorably impressed with all he saw. During his stay in Manila, he was in the company of high ranking U.S. Military and Naval officers.

PERSONNEL

OKLAHOMA CITY'S AIR BASE COMMANDER TAKES HOLD

Radio Station WKY, Oklahoma City, Okla., carried a new voice over its transmitter on April 21st, as Colonel Ross G. Hoyt, Commanding Officer of the new Army Air Base, extended his greetings to the community and the State.

According to the News Letter Correspondent, after arriving at his new station from Hamilton Field, Calif., where he commanded the 20th Pursuit Group, iron faced, genial Col. Hoyt took over the C.O.'s temporary office in the U.S. Army hangar and got busy on these details:

1. Started looking for a house for himself and his family. Score at the end of two weeks was zero, and the Colonel and his lady continued to reside in a downtown apartment. The reason was not so much the lack of housing facilities worthy of a Colonel, but lack of accommodations for a Colonel's horse.

2. Called his officers together and outlined jobs, policy, and his hopes for a competent, smooth running organization. The staff, consisting almost 90% of Reserve officers from other branches of the service, walked out an hour later knowing a great deal more about what was expected of them than they did when they walked in. First reaction: "The 'old man' is a pretty nice guy."

3. Toured the base area and surrounding country in a B-18A, checking runways and approaches; obtained the lay of the land, and started the search for a bombing practice range. So far, nothing official was announced, but several possible sites are under consideration.

Meanwhile, Colonel Hoyt entertained the press, gave his first speech before the local Chamber of Commerce, and courteously interviewed any number of hopeful applicants for everything from positions as post tailor to chewing gum concessions.

A few of the highlights in Colonel Hoyt's career are -

1. Served several tours of duty in the Office of the Chief of the Air Corps.

2. A reputation as one of the outstanding authorities on pursuit aviation in the service.

3. A solo flight from New York to Nome, Alaska, in a Curtiss Hawk pursuit airplane in 1929. Elapsed time, 48 hours.

4. Participated in the famous endurance flight of the airplane "Question Mark," in January, 1929, which also set up a record for its day.

CHANGES IN PERSONNEL AT HAMILTON FIELD

An aura of restless change has been prevalent at Hamilton Field, Calif., as the units organized and trained there prepare to move out to garrison the new West Coast air bases.

Apparently the first new base to begin operations will be the station of the 55th Pursuit Group at Portland, Ore., commanded by Lieut. Colonel Joseph L. Stromme. The 43rd Air Base Group, organized at Hamilton Field for that purpose, left April 18th for the northern station. This Group is commanded by Captain Herbert S. Beeks. The administrative officers accompanying it on its move were Captains Cullen J. Degraw, Henry F. Haas, Stanley Q. Wentz, Glen C. Heavenridge, 1st Lieuts. Robert L. Mushen, Daniel M. Harvey, Hyme A. Budd, Jacob Seiden, 2nd Lieuts. Max M. Goldstein, Lewis E. Tiffany, Leonard B. Taylor, Earl A. Spencer, Herbert D. Ivey, Jr., James B. Wrigley, George W. White and Harold R. Johnson.

Departing for duty at the Air Base at Oklahoma City were Captains Arthur V. Jones, Jr., Charles S. Carlson, Aaron L. Johnson, 1st Lieut. Travis W. Brasfield.

Captain Henry W. Eitt and 1st Lieut. Nolan N. Christner departed for Fresno, Calif., the new home of the 17th Bombardment Group (M).

Still hard at work on organization and training at Hamilton Field are other units slated to move out sometime in the future, including the 14th, 51st and 54th Pursuit Groups.

The 82nd Observation Squadron, commanded by Major Wm. C. Sams, whose O-46 and B-10 planes were long a familiar sight on the line at Hamilton Field, moved to its new station at Salinas, Calif., on April 8th.

Other personnel changes at Hamilton Field during April included the promotion of Major George P. Tourtellot to Lieut. Colonel and Captain P. K. Morrill, Jr., to Major on March 21st, and the transfer of Major Thayer S. Olds from the 20th to the 14th Pursuit Group and of Major Homer L. Sanders from the 55th Pursuit Squadron to the 51st Pursuit Group.

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SOLDIER BOYS FARE BETTER IN THE ARMY

Some 100 members of the California Home Economics Association, composed of professional women occupying important positions in various industries, inspected the Air Corps Training Detachment at Cal-Aero Academy's Ontario

PERSONNEL

field early in May.

In addition to gaining a first-hand view of the National Defense program, and becoming ardent supporters of Air Corps training, the women were particularly interested in kitchen and mess facilities, and openly expressed the opinion that - "it looks to us as though these boys fare better in the Air Corps than they do at home."

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AIR MARSHAL BISHOP INSPECTS CADETS

"Never give up in a fight; no matter how tired you are, remember that the other fellow is probably even worse off."

This was the advice given to the Flying Cadets at the Air Corps Training Detachment at Cal Aero Academy's Ontario Training Center by Air Marshal William A. Bishop, V.C., D.S.O., of the Royal Canadian Air Force, and Allied "Ace" of World War No. 1.

Visiting the Training Detachment as guest of Major C. C. Moseley, Cal-Aero president, who was his host in Southern California, Air Marshal Bishop arrived in a Lockheed Hudson Bomber, complete with camouflage and RAF insignia, piloted by Jimmy Mattern, famous Lockheed flyer.

Air Marshal Bishop spent about twenty minutes in a careful inspection of the Cadets and evidenced keen interest in the type of men under instruction as future officers. Evidently greatly impressed with the men with whom he had just talked, he congratulated them on their appearance on parade and outlined to them his recent observations on the British battlefield.

Prior to the inspection at Ontario, Air Marshal Bishop visited the Air Corps Training Detachment at Cal-Aero Academy and Curtiss-Wright Institute in Glendale, and made a short address to more than 2,000 civilian students and Army men at that post.

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LUCKY FIVE FOLLOWS QUINTET THRU ARMY

Five officers, five years, at five stations!

This unusual situation, wherein the careers of five Air Corps officers have been parallel since 1936, has been experienced by five 2nd Lieutenants stationed at March Field, Calif., namely, Walter W. Lavelle, Owasso, Okla.; Carey L. O'Bryan, Earlsboro, Okla.; John W. Norvell, Springfield, Mo.; Richard J. Kent, Omaha, Nebr.; and James H. S. Rasmussen, Phoebe, Va.

The first meeting of this group took place in 1936 as they entered the United States Military Academy at West Point, N.Y.

Their second move together, after graduating from the Academy in 1940, was to the Spartan Aircraft Training School, in Tulsa, Okla., where they received their primary flying training. From there, with the quintet still intact, they made their third move, to Randolph Field for basic training, and their fourth move to Kelly Field for advanced flight training.

Finally, after graduating from Kelly Field on March 14th of this year, they made their fifth move together, when they were ordered to duty at their present station.

Upon their arrival at March Field, they were all assigned to the same bombardment group, where they are continuing their long association and close friendship.

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AMERICA'S NO. 2 GATE CRASHER IN PANAMA

The News Letter Correspondent from France Field, Panama Canal Zone, has learned that one of the recent recruits at that field, Ralph Johns, who hails from New Castle, Pa., has a nation-wide reputation as America's Gate Crasher Number 2, also as a stand in on the Hollywood Movie lots where sheiks are needed. The first gate he crashed in the Army was the mess gate. "We cannot but believe," declares the Correspondent, "that this was his greatest gate-crashing achievement. Anyone doubting this should try to break a mess line in Panama."

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TRUCK COMPANY ARRIVES AT SCOTT FIELD

Arriving in convoy after a 950-mile trip from Hunter Field, Savannah, 52 trucks, driven by members of Truck Co. E, 30th Quartermaster Regiment, reached Scott Field after a three-day haul.

Reporting to the Scott Field Quartermaster for duty, the 30th, originally stationed in Louisiana and transferred to Hunter Field last November, will operate on a semi-permanent status at Scott Field to help relieve the load on the Quartermaster Detachment transportation section as the field expands to absorb the increasingly large numbers of students sent there for training at the Radio Communications School.

The convoy proceeded to Scott Field commanded by Capt. John F.J. MaGill, and assisted by Lieuts. Rentz and Urban.

V-8838-1. A.C.

ORLANDO AIR BASE

Less than a year ago, the site of the Orlando Air Base was a semi-marshland, cluttered with tall pines. Today it is an attractive, fully-equipped air base, generously sprinkled with orderly rows of palms and citrus, and bustling with activity.

In its various activities, the base which is commanded by Col. Thomas S. Voss, has deftly caught step with the stride of the nation's preparedness program to become an integral factor in the scheme of the defensive set-up.

Full and eager cooperation was received from Central Florida civic authorities and governmental agencies in the remarkably fast development of the base, which is located just outside the eastern limits of the City of Orlando and encompasses the site of the former Orlando Municipal Airport. A personnel of 2500 men are stationed at the base, and additional recruits are arriving daily. Nearly 200 building units, meeting the diversified needs of the post and covering over 700 acres, go into the make-up of the base.

The post is now a finished product, except for the completion of projects of a secondary nature and further landscaping. The semi-marshland has given way to a level, well-drained cantonment. Orderly rows of buildings, on which a \$15,000 paint job was just completed, have supplanted the irregular pattern of the native pines. Hard-surfaced streets criss-cross the base. Row upon row of palms and orange and grapefruit trees have been set out by landscape engineers to keynote the base's face-lifting program.

An idea of the scope of the landscaping and improvement plans are embodied in the fact that 900,000--that's right, 900,000--palms of various types were placed at the disposal of the base command.

Only such projects as the continued enlargement of the air field; the initiation of a \$100,000 recreational program; and the completion of quarters for non-commissioned officers and their families remain to be effected according to the original blueprint of the base. The latter mentioned project entails the expenditure of \$350,000, with the neat bungalows being erected in an area which was formerly an orange grove.

With an allotment of \$612,000 for enlargement and improvement, this air-drome, when completed, will be twice its original size, constituting one of the best landing fields in the South.

Within a few weeks, 5,300 feet of 200-foot wide paved runways will be ready for use. Over half that lineage of runway is now available. The single hangar now completed and in use is of the largest type utilized by the Army Air Corps.

The base was originally manned by the 23rd Composite Group and the 25th Air Base Group, both being activated at Maxwell Field, Ala., last summer. These two original units arrived in Orlando last September and, after a four-month tenure of the Central Florida Fair Grounds in a tent city, moved into their permanent quarters in mid-December.

The 23rd Composite Group is composed of Hqrs. and Hqrs. Squadron, the 24th and 54th Bombardment and the 1st Pursuit Squadrons.

The 25th Air Base Group comprises Hqrs. and Hqrs. Squadron, the 26th Air Base Squadron and the 35th Materiel Squadron.

Since the arrival of those two units, the 244th, 89th and 31st Quartermaster Regiments were assigned to the base. And, with the 25th Air Base Group serving as the parent group, the 51st Air Base Group was activated here in March for assignment to the new West Palm Beach base.

VICTORIA, TEXAS, PILOT TRAINING SCHOOL

The War Department recently announced the award of contract for construction of an advanced pilot training school at Victoria, Texas, to the American-Friedman-Bitulithic Associates of Houston, Texas, a co-venture consisting of the American Construction Company of Houston, the Texas Bitulithic Company of Dallas, and Harry B. Friedman, of Fort Worth.

The initial work under this contract is estimated to cost \$1,525,000, with additional work contemplated in the amount of \$700,000 when sufficient funds become available.

The contract covers the necessary construction for housing students and preparation of the flying field with necessary night lighting runways, etc.

This contract was cleared by the Office of Production Management.

A definite step was taken on May 1st incident to defense housing for married noncommissioned officers at Barksdale Field, La., the Public Buildings Administration awarding a contract for the construction of 139 units on the outskirts of Bessemer City, La., at an estimated cost of \$411,000.

BUILDINGS AND GROUNDS

PROGRESS OF CONSTRUCTION AT AIR CORPS FIELDS

Gunter Field, Montgomery, Ala.

Construction at Gunter Field, the home of the Basic Flying School of the Southeast Air Corps Training Center, is progressing in a satisfactory manner. The hangar at the west end of the field is just about completed, and the laying of concrete for the parking mat was started.

Roads are being constructed and should be completed within the next four weeks. Barracks were completed and are ready for occupancy. Quartermaster activities were moved into the new warehouse; supplies are being rapidly stored in proper order and operations are settling down to normal. The Post Exchange moved into its new building.

Now that the field is becoming a regular Army Air Corps station, with facilities for accommodating visiting officers and enlisted men, Gunter Field personnel invite their friends to drop in and pay them a visit. Then they can see for themselves what is being accomplished around this section of the country in connection with the National Defense program.

Barksdale Field, La.

Of the \$33,616,683 appropriated to the State of Louisiana for defense construction, the sum of \$1,636,750 was allotted to Barksdale Field. Among the projects to be undertaken under this allotment of funds is the construction of three supplementary landing fields, and two landing fields for construction work, adjacent to the present landing field on the Barksdale reservation.

The most ambitious of the different plans proposed by the War Department for Barksdale Field is the construction of two more paved runways, costing \$715,000, to form a triangle with the existing one. Each of these runways will be 5,000 feet long by 3,000 feet wide. Being nearly a mile in length, they will constitute two of the largest runways in the nation. Both will be lighted for night flying.

Another item of new work will be the construction of 12 igloos for the storage of bombs and ammunition.

Bowman Field, Louisville, Ky.

Bowman Field, soon to be the home of the 16th Bombardment Wing, the 46th Bombardment Group and the 28th Air Base Group, is steadily nearing completion.

Brigadier General Junius W. Jones was recently relieved from detail in the Inspector General's Department and assigned to the command of the 16th Bombardment Wing.

Since the arrival last December of the Commanding Officer of the base, Lieut. Colonel George P. Johnson, the base has hummed with activity in preparation for the arrival of the new units. Construction has progressed to a point where there are now 122 buildings above ground. The inspection of buildings is going on daily in order to make them ready for acceptance, after which painting and spring planting begin. No appropriation was made for shrubs and trees. Through the cooperation of civic clubs and officials of Louisville, however, these necessary items will be furnished.

The 249th Quartermaster Company recently arrived from Fort Knox, Ky. The Second Weather Squadron Detachment is holding forth in the Weather Station,

located in the Administration Building of the Municipal Airport.

The construction of 100 family dwelling units, to be used by enlisted men and their families, was approved by defense housing officials in Washington. These units will rent from \$16 to \$24 per month. If of a permanent nature, they will be single-family homes. If temporary, they will be of the dormitory type.

Scott Field, Ill.

Work is nearing completion on approximately \$500,000 worth of construction projects, these including six new Flying Cadet barracks, erected at a cost of \$100,000; a sewage disposal plant for the new cantonment area, costing \$140,000; and a 6,000-man mess hall at an approximate cost of \$209,965.

The Flying Cadet barracks, of the semi-permanent type, provide one room for every two men, and since each barracks will house 30 Cadets, a grand total of 180 will be accommodated.

Completion of the sewage disposal plant is expected within 90 days. A complete unit of the filter type, it will be able to provide sewage disposal for 10,000 men in the new cantonment area.

Also nearing completion is the new mess hall for the School Group at the field. Planned to accommodate 6,000 men at one time, it is believed that the equipment of the kitchens will surpass anything ever seen before at this post.

Lawson Field, Ga.

Painters recently put finishing touches on the new control tower for the airdrome at this field as the program for its expansion continued. Equipment already installed will provide radio control over all planes taking off and landing at the field.

Westover Field, Mass.

Early in April, signs of Spring became evident at this field as painters started dressing up all the buildings with white paint. More than 12 miles of first class roads will be constructed at this air base under bids which have already been opened. Under plans which started in April, the job comprises six miles of concrete road, six miles of gravel road with bituminous surface treatment, and miscellaneous gravel roads and service sidewalks. This does not include the large concrete aprons in front of the hangars.

The barracks area is receiving a blanket of loam, in which will be planted 4,000 pounds of rye grass seed as a preliminary. The picture will then be white structures against a green background, especially as viewed from the air. Eventually, five tons of permanent seed will be sown.

Eglin Field, Valparaiso, Fla.

In addition to the recently completed hangar and gymnasium buildings, construction projects for Eglin Field, costing over three million dollars, have been approved. These include the erection of thirty enlisted men's barracks, eight each supply rooms, day rooms and administration buildings, three mess buildings, four officers' barracks, a hospital, post exchange, Quartermaster motor repair shop, theater, operations building, Link Trainer building, parachute building, five ammunition magazines and other utilities structures.

NATIONAL SERVICE LIFE INSURANCE
 By Waddell F. Smith, Major, Air Corps.
 Military Personnel Division, O.C.A.C.

This article is directed to the attention of all classes of military personnel who have applied for National Service Life Insurance since October 8, 1940.

Since that date the Veterans Administration has received more than 395,000 applications for National Service Life Insurance and it can be seen that it is a Herculean task to process that many applications. This article is written to assure such applicants of the status of their applications and insurance coverage.

The Insurance Division of the Veterans Administration has always been very accurate in its contract relations with policyholders and is continuing to maintain its standards, but due to the sudden load since October 8, 1940, it has had difficulty in keeping pace. Applicants for insurance are urged to have patience and allow the Veterans Administration time to shoulder the load.

All applicants who have met the requirements in applying for the insurance and are paying the premiums may be sure that they are fully covered by the insurance, even though they have or may not have received certificate.

Following a practice during the World War, the Veterans bureau does not issue a policy for the application for National Service Life Insurance. The Act of October 8, 1940 authorized the issue of a five year term contract with privilege of conversion to a permanent plan of insurance after one year and before expiration of the five years. As the initial contract is for term insurance, the Veterans Administration issues to applicants a "National Service Life Insurance Certificate." This designates the number of the contract, the amount of insurance, the effective date and the name of the applicant.

This certificate is full evidence of the contract of insurance and no policy will be issued unless or until the term contract is converted as provided by law after one year from issue and within the five-year term period. When the insured converts, he then will receive a regular policy on the plan of converted insurance selected.

Applications that are filled out correctly with service record properly verified are usually acted on and a certificate issued to the applicant within a month. However, some are delayed due to necessity of verifying service records with the Adjutant Gen-

eral, dates of induction, extension of active duty. There is an endless amount of work which must be done and done carefully and accurately in processing these applications before the time comes when the certificate can be mailed out.

It is suggested to new applicants that they be certain that their applications are made out correctly and within the 120-day period. Then they should pay the premiums regularly, preferably by deduction from pay, and in course of time they will receive a certificate.

Applicants should make an exact copy of the application to file as a part of their papers and to keep until the certificate arrives. It is also a good plan to put a memo with the copy of the application indicating how premiums are being paid, by allotment monthly, or by monthly, quarterly, semi-annual or annual check.

Whenever any money is sent to the Veterans bureau, whether check or money order, in payment of any premium after the first, it should be made payable to The Treasurer of the United States and sent to Director of Finance, U.S. Veterans Administration, Washington, D.C. Delay in crediting such sums will be avoided if, in communications a correspondent gives his full name, service number, amount of application, and age and date of birth. It readily can be seen that this will enable the Veterans Administration to identify his insurance record. There are so many duplications of names that action must be delayed until definite location of the proper individual's record. It is worthwhile to keep a copy of all such communications as evidence of the transactions.

Paragraph 14 in the application for National Service Life Insurance asks where and to whom the applicant wishes the certificate mailed. A large percentage of certificates issued by the Veterans Administration are mailed to the individuals designated in Paragraph 14 of the applications. Also a large percentage of such applicants forget that they requested that the certificate be mailed to some other individual and then wonder why they have not received their certificates.

Some applicants do not have any living beneficiary within the permitted classes, namely wife, child (including adopted child, step-child or illegitimate child) parent, or brother or sister (including whole or half blood) of the

insured. Not having any relatives within the permitted classes does not preclude issue of the insurance. Paragraph No. 12 of the application should be completed "No living beneficiary within the permitted classes." The certificate will be issued to the applicant and should he subsequently marry or have children he then is privileged to name such beneficiary. If an insured dies without having a named beneficiary, then search will be made and the insurance paid to beneficiaries in the following order: First, widow, if she survives the insured. If no widow, then payment will be made to child or children, equally. If no children survive the insured, then payment will be made to parent or parents if living, otherwise to brothers and sisters.

If an applicant has no beneficiaries within these classes, he should apply for insurance anyhow because of the probable future need of the insurance. Under normal conditions, such an individual could wait until the need arose. However, National Service Life Insurance must be applied for within 120 days of induction into the service. The extremely high quality of the insurance and the very low cost make of it a value which is too good to pass up.

This insurance should not be looked upon as temporary protection for the emergency; rather as permanent life time insurance protection by conversion to one of the regular permanent contracts, after one year and before expiration of the five-year term.

Following the World War, the War Risk Insurance Division of The U.S. Veterans Bureau received many claims by widows and parents for payment of husband's or son's insurance, when such insurance was never applied for. The Veterans Bureau was put in a bad light and had to face the unpleasant task of denying payment to supposed beneficiaries. Investigation in most cases revealed that the individual never applied for insurance, but for personal reasons advised wife, mother, or other supposed beneficiary that he had government insurance when he had never applied for it.

In recent weeks the author has talked with reserve officers, enlisted men, and selective service enrollees and found that some individuals were under the impression that they were automatically insured by the Government and had so informed their dependents. These conclusions were arrived at by casual conversations with other uninformed personnel, whereas they should have sought accurate information from their organization commanders. The estab-

lishment of such misapprehensions as stated above may not come to light until years later.

Difficult situations also arose after the World War by veterans dropping their insurance but concealing the fact from the beneficiaries. The Veterans bureau then had the unpleasant task of convincing the beneficiaries that the insured and not the Veterans bureau had failed to live up to the terms of the contracts of insurance.

A little aside from the foregoing subject is the dating of National Service Life Insurance when it is applied for near the end of the 120-day period after induction. However, it is of such interest that it will be mentioned in this paragraph. The law allows only 120 days and the application must be made before expiration of that time. However, regulations will permit the effective date of the insurance to be the first of the month following the month in which application is made, provided no cash payment is made with the application and also provided deduction of the first month's premium is made from the pay of the month in which application is made. Actually then it is possible to have the effective date of the insurance as much as 30 days later than 120 days after induction into the service and still meet the requirements. The date of application and not the effective date must be within the requirement of law of 120 days. If, however, the effective date is the first of the following month, no insurance coverage is provided from date of application until that date.

The Veterans Administration has always shown itself to be more than anxious and willing to go to any length to protect the interests of both insureds and beneficiaries. Add to that the intelligent cooperation of the individuals concerned and the result will be a life insurance service that is unequaled in quality and relative cost.

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PROGRESS AT DARR AERO TECH, INC.

Construction at this civilian primary flying school at Albany, Ga., is rapidly nearing completion. An administration building, three large hangars and four flight offices comprise the buildings on the flying field. Some 600 feet to the east are three barracks buildings, a mess hall and an office building located so as to form a picturesques triangle. A tall flag adorns the west end. A swimming pool is in the progress of construction.

OBITUARIES

COLONEL HICKAM'S MEMORY HONORED

Honoring the memory of an outstanding Air Corps officer, the late Lieut. Colonel Horace M. Hickam, officers, enlisted men and ladies of Hickam Field, T.H., gathered in the airdrome's huge consolidated mess hall for the ceremony attendant upon the unveiling of a large portrait of the officer for whom the great airdrome was named.

In his eulogy of the beloved Air Corps officer who, while in command of the 3rd Attack Group at Fort Crockett, Texas, lost his life as the result of an unfortunate airplane accident on November 5, 1934, Brigadier General Jacob H. Rudolph, Commanding Officer of Hickam Field, said:

"It is a War Department policy to name Air Corps fields after Air Corps officers who have given their lives in the performance of their flying duties. I am, indeed, happy to have this opportunity to unveil a painting of the officer after whom this field was named. I feel that I was very fortunate, indeed, in knowing and in working with this officer for several years.

"An interesting story comes to mind in connection with Colonel Hickam's early duty with the 3rd Attack Group. The bringing out of the Attack type of airplane for the purpose of strafing ground troops contemplated close to the ground flying and hedge-hopping for the purpose of concealment, so that the approach to the objective would be concealed and the element of surprise could be executed. It was quite a radical departure from prior training which always advised plenty of altitude to give time for thinking and to maneuver for the best possible landing.

"Colonel Hickam assumed command of the 3rd Attack Group with at least some slight consideration and deep thought relative to this close to the ground flying which left no time either for thinking of what you were going to do, or for maneuvering to the position for action. Colonel Hickam told this story:

"After some two or three weeks at Crockett, I gradually forced myself down to where I was flying lower and lower, and about the time that I figured, "Well, I am just knocking the tops off the waves and flying a pretty good attack mission" and beating myself on the chest and saying, "What a man, Hickam! I was a little bit disconcerted when I saw a whole formation of nine Attack planes flying right under me."

"Colonel Hickam was born at Spencer, Indiana, August 14, 1886, the son of Willis and Sally Meek Hickam. His father was a lawyer in Spencer, and Horace attended grade school and high school there. Upon completing high school, he attended the Indiana University for one year, receiving his appointment to the U.S. Military Academy while there in 1904.

"He spent four years at West Point, where he excelled in football, track, and gymnastics, and graduated well up in his class in 1908. He was commissioned 2nd Lieutenant on February 14, 1908, and assigned to the 11th Cavalry. On April 20, 1912, he married Helen Bamver, of Toledo, Ohio, of which union two children were born - Martha Agnes, May 11, 1913, and John Bamber, August 10, 1914. After his marriage, he served in the Philippine Islands. Upon returning to the United States, he served with Gen. Pershing in Mexico as a member of the 7th Cavalry, and received the Silver Star Citation for gallantry

in action against Cervantes' band of Villistas at Tomochio, Mexico, April 22, 1916.

"During the World War I, he entered aviation as a temporary Major in the Signal Corps, receiving his commission on August 5, 1917. He qualified as a Junior Military Aviator at Rockwell Field, Calif., and was then assigned to the command of Dorr and Carlstrom flying fields at Arcadia, Fla.

"After the Armistice, Colonel Hickam was assigned to duty in Washington, D.C., and as Chief of the Information Division of the Office of the Director of Air Service, he started our Air Corps News Letter. From then onward, his duties became increasingly important, and he discharged them in a manner to win the highest praise of every immediate superior and the admiration and affection of all those with whom he served. He was a graduate of the Air Corps Tactical School, the General Staff School and the Army War College. Just prior to his last command at Fort Crockett, he served four years as a member of the War Plans Division of the War Department General Staff. When he left this duty in July, 1932, he was given a letter of highest commendation by General MacArthur, Chief of Staff. He held many positions of high responsibility in the Air Corps, and he was one of the few Air Corps officers whose advice and opinions were respected by the General Staff in the early days when the Air Corps was coming into prominence. This was told me by a former Deputy Chief of Staff. His opinions and advice were also eagerly sought by many Air Corps officers on various Air Corps problems.

"Colonel Hickam was one of the outstanding officers not only in the Air Corps but in the Army as well. Those of us who knew him realize full well that were he with us today he would be up among the top-most in the control and operation of the Air Corps of today. Those of us who served with him or under him, and I know there are officers and noncommissioned officers here this morning who have, will gladly and unstintingly agree that he was one of our outstanding leaders of men. He was the type for whom men would try their utmost.

"He was a gentleman in the true and fullest meaning of that word. He had an extremely likeable - I might even say lovable - disposition, and made friends wherever he went. I know that his friends were legion and that they admired and respected him in his military and his social life. He was an extremely earnest and hard worker. At Carlstrom his nickname was 'Hickam High RPM.'

"He was kind and considerate and always had a cheerful word for everyone. He possessed good judgment to a remarkable degree, and he also had that fine trait of being tolerant. His high traits of character were combined with a pronounced courage of his own convictions, yet he always gave due consideration to the opinions of others. He was very emphatic and forceful in his fight for right. I have seen him in discussions and arguments which to me were decidedly heated, but they always ended with Colonel Hickam shaking hands or slapping on the back the individuals who opposed him.

"I recall some years ago when Colonel Hickam and I were charged with the preparation of umpire's rules for joint exercises with the Navy. We tried our best to get the Naval officers to admit that a battleship could be sunk if a sufficient number of 2,000-pound bombs were dropped on it. We even agreed to drop a

O B I T U A R I E S

sufficient number down the smoke stacks, but no luck. A battleship just could not be sunk by bombs. If I ever saw an officer disgusted, Colonel Hickam was on that day, but he admirably controlled his disgust and felt sorry for them.

"No matter how heated the argument, no enmity on his part resulted. He used to say he felt sorry for his opponent's ignorance and would try further to enlighten him. I have yet to meet the first man who bore Horace Hickam even the slightest ill will. He could reprimand when the occasion warranted, and had the happy faculty of giving a reprimand without incurring any enmity. He would dismiss such an incident from his mind at once, and instantly be kind and cheerful to the recipient.

"One of the thrilling experiences of Colonel Hickam's career was a mid-air collision with the plane of Major Geiger, Air Corps, a fellow student at the Air Corps Tactical School, during formation flying on May 10, 1926. Both officers took to their parachutes and landed safely albeit Hickam's airplane had been cut almost to pieces by the propeller of the other ship. This initiation of Colonel Hickam into the famed Caterpillar Club occurred in the presence of a large gathering there to witness the formation flying and tactics of the School.

"He had a keen and very alert mind, and it is not given to all of us to possess all these admirable traits of character, or to be held in the high esteem in which Colonel Hickam was held by all who knew him.

"The passing of Colonel Hickam left a gap in the ranks of the Army's flyers which never can be filled. Every man was his friend and admirer, and all are a unit in unstinted praise of his life and accomplishments.

"Through the greater power given us, most of us learn something new each day. Today many of us are seeing for the first time an Air Corps field which has three oil paintings of the officer after whom the field was named. One was painted by a New York artist, and the one we are about to unveil now was painted by Private Paul Myer, a member of the Headquarters Squadron, 18th Bombardment Wing. Private Myer is only 19 years old and has studied this work for years, having discovered early in life that this talent had been born in him.

"I want to introduce to all present today Private Paul Myer, Hqrs. Squadron, 18th Bombardment Wing. I am happy to extend the congratulations of this entire garrison and the garrison's deep appreciation for the six months' work he devoted to making this possible."

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COLONEL KIRTLAND PASSES AWAY

Colonel Roy C. Kirtland, intimate of and student with today's Army Air Corps leaders, passed away on the morning of May 2, 1941, at the hospital at Moffett Field, Calif. Death was attributed to a heart attack. He would have been 67 years of age on May 14.

Colonel Kirtland retired from the service on May 31, 1938. He was recently ordered back to active duty with the West Coast Air Corps Training Center, and reported for such duty from his home at Coronado, Calif., on April 24, 1941. He is survived by

his widow and a daughter, Helga, who were with him when the end came.

Colonel Kirtland was born at Fort Benton, Montana, May 14, 1874, and was educated in the public schools of Denver, Colo., and Washington, D.C.

Enlisting in the Army in November, 1898, he saw service as Private, Corporal and Sergeant, Company M, and Battalion Sergeant Major, 7th Infantry, to August 29, 1901. He was then commissioned a second lieutenant of Infantry, and served continuously with this branch of the service until March, 1911, in the meantime being promoted to 1st Lieutenant, May 18, 1905.

One of the early Army pilots, Colonel Kirtland received in 1911 Certificate No. 45 from the Federation Aeronautique Internationale. He also held Expert Aviator License No. 11 from the Aero Club of America. From April to June, 1911, he was in charge of the U.S. Aviation School at College Park, Md. Later he was on duty as assistant flying instructor. He commanded the 1st Aero Squadron from June to November, 1913, and thereafter he served in various capacities at the Signal Corps Aviation School at San Diego, Calif., until April, 1915, when he returned to the Infantry arm.

Rejoining the Aviation Section, Signal Corps, during the World War, Colonel Kirtland reported at Kelly Field, Texas, on October 2, 1917, being commissioned Major (temporary) in that branch on September 22nd. After a few days at Kelly Field, he was assigned to the command of Taliaferro Field, Fort Worth, Texas, but this duty was of brief duration, for in November he and Colonel Chalmers G. Hall were assigned the task of organizing four regiments of specially selected mechanics, known as the 1st, 2nd, 3rd and 4th Motor Mechanics Regiments, subsequently designated as Air Service Mechanics. Colonel Kirtland was largely instrumental in solving all problems of efficient organization for these regiments and in the selection of the commissioned personnel therefor. Later he was sent to Camp Hancock, Ga., to take charge of organizing the regiments at the mobilization camp, and from the beginning of the organization in December, 1917, until the entire four regiments were completely organized, he was commanding officer of the Air Service Camp at Camp Hancock and in charge of all matters affecting their organization. During this time he had under his command approximately 12,000 men, all of them recruits with little or no experience. He was subsequently in command of the 3rd Regiment in France for over six months. Among his other duties overseas were those of inspector of aviation activities in England and commander of the Air Service Rest Camp in that country.

After several months in attendance at the Army Line School at Langres, France, Colonel Kirtland returned to the United States, in January, 1919, and was assigned to the command of the General Supply Depot at Middletown, Pa. Relieved from the Air Service in October, 1919, he was attached to the 17th Infantry at Camp Meade, Md., until February 20, 1920, when he was again detailed to the Air Service, and assigned to command Rockwell Field and the Aviation Supply and Repair Depot thereat.

In August, 1920, Colonel Kirtland reported as a student at the Army School of the Line at Fort Leavenworth, Kansas. His graduation therefrom in June, 1921, and from the General Staff School at that post the following year, was followed by duty as instructor at the General Service Schools for three years.

V-8838-1, A.C.

Colonel Kirtland served a four-year detail with the General Staff, following his graduation from the Army War College in June, 1926. In July, 1930, he was assigned as Commanding Officer of the 2nd Wing, Air Corps, and of Langley Field, Va., also as Acting Commandant of the Air Corps Tactical School. From July, 1932, to April, 1935, he served as Air Officer of the 2nd Corps Area, Governors Island, N.Y., and thereafter, until July 18, 1936, as Air Officer of the 9th Corps Area at the Presidio of San Francisco, Calif. He was then detailed in the Inspector General's Department, Washington, D.C., wherein he served until his retirement.

In the early days of Army aviation, Colonel Kirtland and the present Chief of the Air Corps were closely associated. When the former was learning to fly the Wright airplane at Dayton, Ohio, he was asked to recommend other officers to take the flying training course. One of those he recommended was a young lieutenant by the name of Arnold, who was at that time engaged in a surveying project in the Philippines. On one occasion Colonel Kirtland and General Arnold were detailed to make a non-stop flight from Marblehead, Mass., to Bridgeport, Conn., testing a tractor type motor, an innovation from the pusher type used in the early aviation days. The weather was bad and, as the Colonel put it, they "made a second discovery of Plymouth Rock during a forced landing." They were together in the establishment of the First Aero Squadron at Texas City, Texas, in 1913.

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A WELCOME INNOVATION

The 34th Bombardment Squadron, stationed at McChord Field, Wash., is the proud possessor of a brand new Rumor Board, on which all the latest and vaguest rumors are posted. At present, the board is well covered with the usual variety of conflicting reports concerning the Squadron and its members which the average soldier has to put up with during his Army career.

"It is hoped," says the News Letter Correspondent, "that this will effectively squelch those whose sole purpose in life is to keep others in a constant state of uncertainty with overwhelming supplies of so called 'straight dope.' The idea is to make the rumor monger look ridiculous and seems to be serving its purpose very well."

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FRIGHTENED CHICKENS SEEK SHELTER UNDER TREES

Hundreds of people in San Fernando, capital of Pampanga province, P.I., witnessed on Army Day an air demonstration of Air Corps Pursuit planes which circled the town proper for 25 minutes with a thunderous drone. The planes came in the morning in groups of six, and when they flew in formation the chickens in the Sta. Lucia Poultry Farm rushed under the trees in fright. People near the poultry farm said that when an unexpected air raid comes, people caught unawares would do the same thing.

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Today not only are we facing a DANGEROUS EMERGENCY, but there is strong evidence that this emergency may be VERY PROLONGED.

- Secretary Stimson.

IF DREAMS ONLY CAME TRUE

Private First Class Zilch, of the Horse Marines, mounted guard for the last time on what he termed "His last Hitch." It was one of those balmy but moonless nights, and he had third relief.

The Sgt. of the Guard posted him on the last watch for the night and proceeded on his merry way. Private Zilch stood for a moment where the Sgt. had left him, still bleary eyed and dopey from being awakened at this ungodly hour, then sauntered on around the ole gun shed that he knew, but did not love so well. He shifted his rifle under his left arm, reached into his shirt pocket and fished out his box of snoose, partook of a sizeable chew and crammed it back into his jaw, shouldered his gun once more and let his thoughts wander where they may. Making a couple of turns around his post, he then decided there was no use to get excited on his first hitch, and leaning his rifle against the wall sat himself down on an old wire spool, crossed his legs and leaned back in comfort, while he ejected amber fluid out into the darkness, and began Day Dreaming (at night) of the not too distant day when he would be back in circulation once more. Then he could begin testing out all the tricks he had learned from the squadron Lady Killers on the young and innocent females back home.

How long he had slept he had no idea, but Pvt. Zilch awoke with a start and absently reached for his rifle leaning beside him. Dismay mingled with fright as his hand failed to contact his rifle. He leaped to his feet and frantically began groping along the wall for his smoke pole, but no soap. The gun was gone! He felt on the ground; it might have fallen. Still he failed to locate it. Just then he fancied he heard footsteps in the distance. He listened more intently. There it was again, no mistaking that sound, someone was coming his way. He could see a shadow moving out there between him and a street light, but it was moving away from him toward the guardhouse. Then there was a flicker of light from some bright object. It was the light reflecting from the saber of the OD. Quickly he started in pursuit. He did not know just what was the best thing to do, but knew there was no use to stick around on post without a gun.

Zilch followed stealthily behind the OD. Once he stopped and seriously pondered for a few seconds over a plan he had never let enter his head - that of going over the Hill. He quickly decided in the negative and continued on, watching the moving shadow he was stalking.

Just then the OD walked under the street light and Zilch could see his rifle hanging carelessly from the officer's shoulder. The guardhouse loomed up beyond the street light. There was no light on the porch, but a light was shining through the windows. Zilch was about to yell out to the OD, but thought better of it. The OD was now stepping on the porch. He stopped at the door, and Pvt. Zilch's heart skipped a beat as he saw the OD lean his rifle against the door jam before entering the guardhouse. Zilch hurried forward. Perhaps he could get his rifle and get back to his post without being seen, for they did not have a sentry on duty at the guardhouse. For this fact he was very thankful. He knew if he could get his rifle and get back to his post there would be no evidence that he had been asleep at his post.

Zilch could hear the OD speaking to the Sgt. of the Guard, but did not wait to hear what they were saying. He thought he knew anyway. The OD would probably want the Sergeant to accompany him to Zilch's post to witness the fact that he was sleeping on his post.

Zilch ran with leaps and bounds back to his post. What a surprise was in store for the Sgt. and OD when they approached his post, he mused to himself as he hurried back.

Pvt. Zilch stood there at his post, his rifle ready, as his eyes tried to pierce the darkness and his ears were tuned for the slightest sound. He didn't have long to wait; he could hear them now as their boot heels struck the small cobblestones along the way. His muscles grew taut, and a tingling sensation rushed along his spine to the roots of his hair. Another minute passed, and Zilch could make out the two forms moving closer. They were walking slowly - softly; so as not to awaken him, thought Zilch.

Zilch raised his rifle. "Halt!" he yelled, louder than was necessary. The two men drew up with a start. They thought he must be bluffing. They started to move forward. Again Zilch gave the command to halt, but the two moved on. "Halt, or I'll fire!" Zilch yelled, and jerked back the bolt and slammed home a shell.

"Wake up, you!" someone was saying as they shook him. Zilch opened his eyes slowly. There stood the OD and the Sgt. "Let's go," the Sergeant was saying. "You will get six months for this, Zilch!"

"Damn," thought Zilch. "If that dream had only been true."

- The Guiding Light, 3d Com. Region
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THE AMBASSADOR TO GREAT BRITAIN

His Excellency John Gilbert Winant, Ambassador Extraordinary and Minister Plenipotentiary from the President of the United States to His Majesty's Court of St. James! Such is the high sounding title of an erstwhile Flying Cadet and later a front line pilot who served with extraordinary heroism in combat with the enemy during the World War.

Ambassador Winant was born in New York City in 1889 and was graduated from St. Paul's School. Later he studied at Princeton and Harvard and then became an instructor at St. Paul's School.

In 1917, with his three brothers, Mr. Winant entered the military service. Enlisting in the Army in Paris on August 15, 1917, he entered the flying school at Issoudun. He was commissioned a 1st Lieutenant on November 20, 1917, and was promoted to Captain on August 1, 1918. His first assignment to a tactical unit was to the 1st Aero Squadron, the first one to start operations over the front lines. From January 18 to July 24, 1918, he was a Flight Commander with that organization. On several occasions while a pilot he demonstrated heroism of an extraordinary type. During a photographic mission, he was subjected to heavy antiaircraft and machine gun fire. A portion of shrapnel lodged in the wing spar of his plane; the cowl was pierced and a piece of the propeller was carried away. Undaunted, he completed his mission.

On August 2, 1918, Captain Winant was assigned to the command of the 8th Aero Squadron, and he served therewith until his return to the States in February, 1919.

Ambassador Winant is a scholar, a successful business man, and a charming, unaffected gentleman. In recent years he served as head of the International Labor Bureau of the League of Nations. He has also been Governor of the State of New Hampshire. His accomplishments are many. But to the officers and men of the Air Corps it is with a grand feeling of satisfaction that they can point to His Excellen-

cy, our Ambassador in the Number One Diplomatic Post in the world, as one of their own - a World War pilot.

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N.A.A. MANAGER CALLED TO ACTIVE DUTY IN AIR CORPS

Effective May 1, 1941, Lieut. Colonel G. deFreest Larner, Air Reserve, was assigned to active duty as Assistant Military Attaché for Air at London, Eng. Colonel Larner was granted a leave of absence from his duties as General Manager of the National Aero-nautic Association, a position to which he was appointed in July, 1940.

A World War "Ace," officially credited with the destruction of seven German planes, Colonel Larner has kept his status as an active flyer, with more than 2,000 flying hours to his credit. He is rated as an instrument flyer, proficient in the latest types of equipment.

He began his World War service as a corporal in the famed Lafayette Escadrille, French Flying Corps. Later he was a Captain with the 103rd Pursuit Squadron of the American Air Service, in France. Decorations conferred upon him were the Distinguished Service Cross with bronze oak leaf and the French Croix de Guerre with two palms.

After the War, Colonel Larner was engaged in banking work in New York. He returned to his native city, Washington, to become an official of the N.R.A. Later he was an adviser to the U.S. Housing Authority until his appointment as General Manager of the N.A.A.

Coincident with Colonel Larner's return to military duty, the Executive Committee of the N.A.A. expressed by resolution its "highest appreciation and commendation for the rapid progress and growth of the Association during his service as General Manager, and for his qualities of leadership and his broad knowledge of aviation which have advanced the interests of the Association immeasurably and now must be devoted to the higher interests of national defense."

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AWAKENED MOTORIST ALARMED BY RANDOLPH'S NIGHT FLYERS

This might happen to you.

An out-of-state motorist stopped on the side of a highway near San Antonio, Texas, recently, and fell asleep just as the sun was setting.

Several hours later he awoke to gaze terrifiedly into a sky filled with roaring airplanes and "balls of fire." Still not quite awake, he hysterically started his car and careened down the highway to a service station, where he shouted to the attendant:

"It's an invasion - look!"

The attendant stared at the man, then at the sky, and chuckled.

"That's just the Cadets practicing dropping flares," he said. He then explained patiently to the worried motorist that he had stopped near Randolph Field, where the U.S. Army Air Corps is training pilots.

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The War Department announced on May 15th the award of a contract for airplanes and spare parts to the Vultee Aircraft, Inc., Downey, Calif., involving a total sum of \$32,912,990. This contract was approved by the Office of Production Management.

Command of the air by the democracies MUST and CAN be achieved.

- President Roosevelt
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NOTES FROM AIR CORPS FIELDS

Randolph Field, Texas.

11th Air Base: April 15th witnessed the transfer of 125 enlisted men of this organization to new organizations.

Pvts. Carl F. Benton and Harvey J. Hales returned from the Air Corps Technical School at Lincoln, Neb., while Cpl. Hugh H. Rosecrantz departed for Chanute Field, Ill., to take an advanced propeller course at the Air Corps Technical School.

Weather Office: There is no doubt about it - it "rained" at Randolph Field, there being 5.25 inches of rainfall from April 15 to May 1, all but .07 of which fell since April 21.

Orders were received transferring Pvts. Julius P. Greene and Robert L. Beaver to Hensley Field, Texas; Pvt. Albert S. Gatrell to Hatbox Field, Okla.; Pvts. 1st Cl. George R. Huxtable and Thomas F. Ramsey to Midland and Ft. McIntosh, Texas, respectively. Cpl. Harold A. Patton is being transferred to Randolph Field from Ft. McIntosh.

Three new forecasters, Sgts. Arthur Erickson, Frank G. Lester and John P. Wood, will join the office here from the Forecasters' School at Chanute Field.

46th School Squadron: This Squadron has been buzzing the past month, due to the transfer of the 73d and 74th School Squadrons to Ellington Field, Texas. Twelve new squadrons were formed, seven being assigned to Mather Field, Calif., and five to Victoria, Texas. Many men of this command were involved.

Included among the numerous promotions in this Squadron were Tech. Sgt. James P. DeVine to Master Sgt., and Staff Sgt. Wm. J. Smith to Tech. Sgt.

Adverse weather conditions in the latter part of April curtailed flying activities.

43rd School Squadron: In the past 15 days, 30 men of this organization were made noncommissioned officers, and all noncommissioned officers below the first three grades received promotions. The men celebrated their promotions with a banquet on April 22nd.

Parachute Department: Master Sgt. Wilbur Lage was relieved as head of this department for duty at Ellington Field, Texas, Master Sgt. Cyril F. Russell being placed in charge.

52nd School Squadron: Pvt. 1st Cl. Travis W. Grubbs departed for Ontario, Calif., to begin training as a Flying Cadet.

Darr Aero Tech., Albany, Ga.

Class 41-I hosted the outgoing Class 41-G on April 18th with a dancing party in the cadet mess hall. These dances have become a regular cadet activity and are thoroughly enjoyed by all in attendance.

The newly formed Darr Cadet Glee Club made its debut on April 24th by appearing in the Albany Hospital League Follies. This club is made up of those who have had college glee club work prior to becoming Flying Cadets.

Air Base, Oklahoma City, Okla.

The first detachment of troops for this Base arrived on April 23rd and trudged out to the Army hangar at the Municipal Airport, where they reported to Major W.M. Scott, Flight Surgeon, for duty. This contingent of 50 men, including three noncommissioned officers, of the Medical Corps, were sent from the Air Base at Fort Douglas, Utah.

The medical troops went to work preparing for the

expected opening early in May of the Base's 100 bed hospital. They are to be joined later by 17 nurses and eight additional medical officers.

Pending completion of quarters, the men are messing at the airport restaurant and sleeping in the Okla. National Guard Armory.

Cots, bedding, brooms and mess supplies were checked in at this base preparatory to the arrival of the 37th Air Base Group during the first week in May.

Huge bulldozers attempted to plow out at least a semblance of roads in the sticky, red clay ground to facilitate the progress of supply trucks.

The tactical unit at the Base, the 48th Bombardment Group (L), is expected to bring an initial flock of about 50 A-20's. Present plans call for construction of only one large service hanger.

While waiting for the new base to be completed, the advance staff has been working in the U.S. Army hanger across the field, making the best of three-men-to-a-deck conditions, good naturally tripping over each other's feet and not so good naturally wading through inches deep mud from the parking area to the office.

The one lonesome B-18-A has been kept busy cruising the surrounding countryside in search of a suitable bombing practice range.

Selfridge Field, Mich.:

An unexpected visitor recently was Edwin P. Laine, of Detroit, member of a soaring club. Taking off in a sailplane from the Triangle Gliderport, situated on the outskirts of Detroit, for a supposed short spin around the field, winds and thermal air currents gave him a few boosts and a nudge, and before he knew it his motorless craft was scooting over Grosse Pointe and heading for Mt. Clemens.

Just 90 minutes after taking off, Laine landed at Selfridge Field, 36 miles distant. He had prepared to land on the edge of Mt. Clemens, when he began to lose altitude, but a thermal over the center of town sent him up to 5,400 feet - highest point of his flight - and he continued on to the Army Air Corps base.

Laine, a Detroit factory worker, regrets he was not acquainted with the geography beyond Anchor Bay, as otherwise he might have set a distance record for this area. Rather than risk getting lost, he turned back to Selfridge Field.

"It's Flying Time," radio musical show written and produced by the men of Selfridge Field, entered a new series via WCAR, Pontiac, Mich., at 6:30, Monday nights, following the completion of its run through WHLS, Port Huron, Mich. Paced by the "Six Cylinders of Syncopation," soldier musical unit, the show spins forth with 15 minutes of music and nonsense, aimed at entertaining Selfridge personnel and civilian dial twisters.

It is planned eventually to present the skit over several Michigan radio stations by means of transcription.

The orchestra of Air Corps soldiers, former professional musicians and led by Thomas Sommers, includes Tom Gigante, Byron Richards, Rodney Benjamin, Charles Simandl, and Robert Rose.

Gigante, the pianist, is a composer with several original pep tunes to his credit, as well as the "Selfridge Field March."

MacDill Field, Tampa, Fla.:

29th Bombardment Group

Hqrs. & Hqrs. Squadron: On May 2nd, Maj. Walter G. Bryte, Jr., Squadron Commander, was succeeded by 1st Lieut. Bela A. Harcos, who is the only officer left of the original three assigned to the organization on February 1, 1940; Maj. Bryte organized the Squadron and maintained it in a high state of efficiency.

Newly assigned officers are 1st Lieuts. Clyde Ray, John T. Passage, and 2nd Lieut. Vincent J. Donahue. The Squadron has great prospects for a fine baseball team this season. The team is entered in a six team league in the city of Tampa, and should get under way this week, under the capable handling of the veteran Tech. Sgt. Clyde Hutchinson as manager, a successful season should be enjoyed.

6th Bombardment Squadron: Maj. Edwin L. Tucker, Squadron Commander, recently returned with a B-17 airplane, which he ferried from March Field, Calif.

Second Lieuts. Charles W. Dean and Frank W. DeLong, after ferrying training planes from Wichita, Kans., returned to this station.

Second Lieut. Richard A. Russell was assigned to duty at West Palm Beach. Second Lieuts. Charles W. Inskip and James E. Gumaer departed for Edgewood Arsenal, Md., to pursue a course in Chemical Warfare, while 2nd Lieuts. Gordon Curtis, Jr., John P. Gregg returned here, following the completion of this course.

Cpl. Gibson, Pvts. Putitch, Coker and Brown, A.W. departed for duty at Camp Blanding, Fla.

Tech. Sgts. Francis J. Harrington, James L. French, Sgts. John L. Susan, and Joseph M. Cappelletti were the crew of the B-17 on the cross-country flight to Atlanta on May 2nd with Maj. General Yount and Brig. General Frank.

43rd Bombardment Squadron: Cross-country flights were recently made to West Palm Beach, Fla.; Hamilton Field, Calif.; Atlanta, Ga.; New Orleans, La.; and Marion, Ill.

52nd Bombardment Squadron (H): Lieut. J.K. Coleman left the squadron for administrative duty with the new Pursuit Unit at West Palm Beach; Lieuts. Robinson, Lasselle, Warren, and Zienowicz left for service with the 21st Recon. Sqdn., and Lieuts. J.W. Spencer and C.C. "Juarez" McPherson for a month's instruction at the Chemical Warfare School at Edgewood, Md.

Capt. Wray, Lieuts. Kraemer and Williams proceeded to Wichita, Kans., to ferry PT-14's to the Army's Primary Flying School at Arcadia, Fla.

The Squadron held another one of those enjoyable picnics on April 26th at Alafia River Park, east of Tampa. Fried chicken was the main dish of the noon meal. The afternoon saw those men of the more energetic nature (Capt. Wray please note) engaging in boating, softball and volleyball.

McChord Field, Wash.:

95th Bombardment Squadron: Despite the fact that the newly activated units - the 82nd, 83rd, 84th and 85th Bombardment Squadrons (L) are also operating out of this squadron, the confusion and hubbub one would ordinarily expect is noticeably lacking, and all operations are functioning smoothly and on schedule.

Two B-25's, under the command of Maj. Charles G. Goodrich, were flown to Wright Field to undergo rigid service tests under every kind of flying condition. Accompanying Maj. Goodrich were 1st Lieuts.

G.H. Gutru, Jr., H.J. Holt; 2nd Lieuts. P.L.M. Packard, R.G. Horne, R.W.N. Martin and J.W. Porter.

Crews for the ships were Tech. Sgts. K.W. Paden, R.C. Holt, G.E. Johnson; Staff Sgts. T.E. Oikari, H.T. Pickering and Pvt. 1st Cl. C.J. Korpi.

Our commanding officer for almost the last four years, Maj. Ernest H. Lawson, was assigned to Hqrs., Interceptor Command, 2nd Air Force, Fort George Wright, Spokane. While his departure is sincerely regretted, best wishes for success in his new position is extended him.

Assuming command of the 95th will be Maj. Goodrich, who is very familiar with the organization and its members. All personnel extend a cordial welcome to him.

Another assignment in the offing is that of Capt. George A. Blahey, Operations Officer, to Hawaii. All join in wishing him the best of luck during his sojourn in the Islands.

Sixteen new pilots were welcomed to the 95th a short time ago, all recent graduates of either Kelly, Brooks or Maxwell Fields.

Seven Flying Cadets, trained as navigators, also arrived recently. A number of enlisted men departed for advanced training at the various Air Corps Technical schools.

First Lieuts. H.B. Houston, E.E. Phillips, I.W. Tamsky and 2nd Lieut. E.B. Herron are on detached service attending a month's intensive training at the Chemical Warfare School at Edgewood Arsenal, Md.

Lieut. Lawhon was married to Miss Margaret Ebson, Tacoma, Wash., and Lieut. Packard to Miss Jane Grondahl of Steilacoom, Wash. Tech. Sgt. Zachus E. Frey, Jr. and Sgt. Stanley T. Novak also forsook t.c bachelor ranks.

Recent promotions included that of Sgt. Frey to Tech. Sgt.; Sgt. Irving H. Sutley, to 1st Sgt. and Pvts. 1st Cl. C.E. Gillingham and W.A. Trawick to Cpl. New ratings were also awarded to various men.

34th Bombardment Squadron: Free refreshments for everybody was the cry around hangar 3 recently, when brand new non-coms of the 34th, 81st, and 86th Squadrons paid off in the traditional manner. Since the recent activation of the 81st and 86th Squadrons, promotions have been numerous and swift.

Bingo featured a recent squadron party, which was held in the schoolroom of Hangar 3. Various and valuable prizes were awarded to the lucky winners, and coffee and doughnuts were served. Over 60 officers and enlisted men are taking a very active part in the 17th Group Training exercises, Felts Field, Spokane, Wash. Several 34th officers are in Spokane working with Northwest Airlines, learning to "fly the beam" as the Airline Pilots do. Other officers and enlisted men departed for Wright Field, Ohio, to conduct service tests on the new B-25 planes with which this squadron will soon be equipped.

85th Bombardment Squadron: With the Link Trainer on one side, a school room on the other and the continuous roar of airplane engines sounding with all their might (just as if they were going somewhere), we have become so used to the din of this place that we can't work when it isn't here. The silence is just too much for us.

The promotion segars have been going around, and it seems everyone has a good supply of smokes. Sgts. Dilts, Moliter, Johnston and West were appointed Staff Sgts. and Cpls. O'Brien, Williamson, Deshazo, Thompson, Alford and Stephens, Sgts.

The free dances given once each month at the Tacoma (Washington) Armory for McChord Field personnel, under the supervision of Capt. Raymond Bell, Post E & R Officer, and the Regular Veterans Association, are gaining steadily in popularity.

At the last dance, April 27, Bob Merrell and his new All-McChord orchestra furnished the music. Although they still lack funds to purchase orchestrations and uniforms, these boys know their music. They are helping to make McChord's dances a real success, and the men of the field are behind them in a big way.

Four McChord Field officers were in attendance at the Third Adjutant General's School, conducted under the direction of the Adjutant General's Department.

This four weeks' course has an enrollment of approximately 100 of company grade, and is primarily for administrative officers of the Air Corps. Not all of these officers are commissioned in the Air Corps, but their duties with Air Corps organizations are as adjutants and assistant adjutants, for which duties this course was designed to train them.

Twenty members of the Stamp Club of the Jason Lee Junior High School, some of the school faculty, including the principal, Mr. W.C.P. Leddins, listened to a brief but pertinent talk by Lieut. Foy E. Draper, 89th Recon. Squadron, on Flight Training of cadets - the steps from studies to practical training and flying courses.

This was followed by an interesting informal discussion, with the students asking questions. The youngsters seem to have a well grounded knowledge of aviation, being intensely interested in McChord Field, its operation and personnel.

Master Sgt. Grover C. Owen, of the 26th Materiel Squadron, 19th Air Base Group, was placed on the retired list April 30, 1941, after thirty years' service.

Sgt. Owen, who has nine honorable discharges, all bearing the notation "Character, Excellent." Originally enlisted at the age of eighteen in the 162nd Company, Coast Artillery Corps, at Fort Dade, Tampa, Fla., the 48-year-old Army Veteran, who is well-set, ruddy skinned, and whose appearance is deceptively young, served in many outfits at home and abroad, including Jefferson Barracks, Mo.; the Philippines; in Siberia during the first World War; again in the Philippines; at Fort Lewis, Wash.; the Presidio of San Francisco, Calif.; Medford, Oregon; and from August 1, 1932, when he transferred to the 70th Service Squadron, Air Corps, in grade of Sergeant, at March, Hamilton, and McChord Fields.

Sgt. Owens is an old friend of Colonel Wm. H. Crom, now commanding McChord Field, as both saw active service in the same regiment in Siberia during the World War days, Colonel Crom being a Captain in Co. "K," 31st Infantry.

Boise Air Base, Idaho:

On May 2, the troops of the recently established 39th Air Base Group moved into the almost completed Boise Air Base cantonment to make ready for the 42nd Bombardment Group, now stationed at Salt Lake City, Utah.

The cadre making the move consisted of 300 officers and men. During the past three weeks, advance details made arrangements for the arrival of the troops. Although the barracks on the airdrome are

not completed, the troops will be adequately housed.

Headquarters were set up in the headquarters building of the cantonment area and all offices are functioning. Lieut. Col. Robin A. Day is the Commanding Officer of the Base and Lieut. Col. A.J. Melanson, the Base Executive.

When the personnel of the 39th Air Base arrived here, they walked into a veritable paradise of hunting and fishing.

The surrounding country around Boise offers a variety of hunting and fishing rarely to be found, and the distance to these sporting spots is not great enough to prohibit frequent visits.

Soldiers based in Idaho are entitled to hunt and fish on resident licenses. The State law provides that all persons in Federal pay, whose accredited home station is within the State, may buy resident licenses regardless of time of residence.

Wheeler Field, T.H.:

18th Pursuit Group (Int)

Hqrs. and Hqrs. Squadron: With the recent arrival of 30 recruits, the Squadron was brought closer to its authorized strength than ever before. Just a year ago, the Squadron boasted a total strength of 35 men.

6th Pursuit Squadron: Three pilots and 15 men returned from gunnery camp. Lieuts. Wilson, Wretschko and Wharton, although handicapped by bad weather, made very favorable scores. They completed the .30 cal. ground gunnery but have yet to fire the tow target mission for qualification.

The entire squadron participated in an inter-island flight to Hawaii and returned the same day. Landings were made at South Cape and Hilo.

The squadron lost six of its oldest officers to the newly formed 15th Pursuit Group (F), Wheeler Field, viz: 1st Lieut. T.H. Watkins, 2nd Lieuts. Wigley, Wretschko, Hounsom, Kelley and Davis. Two new officers from Mitchel Field, N.Y., 2nd Lieuts. Gallagher and Connor, joined the organization.

Our Adjutant, 2nd Lieut. K.W. Sprankle, was transferred to the 18th Bombardment Wing at Hickam Field.

Staff Sgts. Daniels and Hammer, the former from Selfridge Field, and the latter from March Field, also Brown, Lasher, Mumma, Sgt. Barksdale and Cpl. Wilson, all hailing from Mitchel Field, recently arrived in "Sunny Hawaii" and were assigned to the "Fighting Sixth."

The squadron is wondering if the landing procedure at Mitchel Field is like the classic example pulled by Lieut. I.C. Connor on one of his first flights here. Lieut. Connor, a new arrival from Mitchel Field, is the only pilot of this squadron who has had experience in flying a particular type of plane, having had several hundred hours in them on the mainland. As watching personnel tried to catch on to the technique, Lieut. Connor approached the field and made a beautiful three point landing--two wheels and one propeller. The net damage was one propeller, one spinner, and ego of a pilot. He was laughingly awarded the squadron's "Alert Trophy"--the well-known ostrich with his head in the sand.

All Squadron personnel extend their deepest sympathy to Staff Sgt. Jerome W. McCarty, whose wife and infant were stricken by death. Sgt. McCarty left for the mainland immediately.

Lieut. Harold F. Wilson was scheduled to leave

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in May for duty at Hamilton Field, Calif.

19th Pursuit Squadron: Another major event fell upon the 19th when our squadron commander, formerly Capt. Hegy, became Maj. Hegy, and this only one year and four months after his promotion to captain. Little did he dream when he came here as a 1st Lieutenant that he would leave the Islands as a Major. The entire squadron assembled in the hangar for the presentation to him of the traditional huge oak leaves. It was a surprise affair and, for the first time, he was at a loss for words. Nevertheless, he came through with a few words of appreciation. Shortly after his promotion he was relieved of the command of the 19th and appointed commander of the 15th Pursuit Group (F). First Lieut. Joseph A. Morris took over the helm of the 19th.

Congratulations are in order for Staff Sgts. Samuel M. Smith, Gene Phillips, Hubert Southern and 1st Sgt. John H. Dunn, who were promoted to Tech. Sgts. The king of smoke, the cigar, reigned for a few days.

The past few weeks were spent, and the next few will probably be spent in conducting schools for both officer and enlisted personnel in the operation and maintenance of new equipment.

Capt. Kenneth P. Bergquist, Squadron Commander, returned recently after completing a two weeks' course at Mitchel Field, N.Y., on ground defense of airfields.

This organization planned a party at Haleiwa Beach on May 7, to celebrate the activation of the Squadron and the promotion of Tech. Sgt. James H. MacAdams to Master Sgt.; Staff Sgts. Robert W. Amerman, Hobart L. Brown, Henry M. McCloskey, Wm. R. Miller, and Wm. C. Rose to Tech. Sgt.

44th Pursuit Squadron: As far as is now known, the 44th started its existence at Wheeler Field on January 1, 1941. In its infantile stage, the 44th was purely administrative, with no tactical equipment. With 2nd Lieut. Dorr E. Newton, Jr., as its commander and sole officer, the men were at first attached to other squadrons for duty, quarters, and rations.

With the advent of new equipment at the field, the 44th became a full-fledged tactical combat squadron, with a full complement of officers, men, and planes. On February 24, 1941, Lieut. Newton was succeeded by Capt. Kenneth P. Bergquist, who had been at the head of the 18th Pursuit Group Operations at Wheeler Field.

With the squadron completely activated it was discovered that it had no insignia or mascot. A mascot was quickly procured - a wee puppy. Word is now awaited from the War Department regarding a previous existence of the squadron and its insignia. If the answer is negative, the squadron will draw up a new one.

Hickam Field, T.H.:

23rd Bombardment Squadron (H): One of the most interesting games of the year was an exhibition contest between the 23rd Bombers and the Schofield All-Stars, at Schofield Barracks, before 5000 military personnel, with Mickey Cochrane, one-time manager of the Detroit Tiger's, catching for the 23rd Bombers. Neither side scored until the seventh inning when the Schofield All-Stars chalked up five runs to win.

31st Bombardment Squadron (H): Squadron personnel recently pinned on their new rank are Staff Sgt. J.M. LeBlanc, Sgt. D.K. Kinsell, Cpl. W.H. Day, and W.F. Johnson. Good luck to you men, and may

you soon become Master Sgts.

72nd Bombardment Squadron (H): The 72nd Squadron Golf Team carried off top honors in the 5th Group Golf Tournament, and received the trophy during a recent review of the Group.

5th Bombardment Group
Hqrs. and Hqrs. Sqdn: First Lieut. Charles F. Dugan was assigned to this organization and took over the duties of 1st Lieut. William C. Crittenden, assigned to the 17th Air Base Group (reinforced).

Staff Sgt. Jack M. Evans, promoted to 1st Sgt., is filling the vacancy created by 1st Sgt. Emmett G. McDonald, promoted to Tech. Sgt. and transferred to Hqrs. & Hqrs. Sqdn., Hawaiian Air Force.

31st Bombardment Sqdn.: Again the 31st won the much coveted "Goon" trophy, representating the best bombing average in the 5th Group for February. This is the fourth month our "Bombardiers" brought home the "bacon." As the "Goon" has been presented only during the last six months, our percentage of winning four out of the six months' competition is a record of which any squadron may be proud.

72nd Bombardment Sqdn.: The Squadron congratulated Tech. Sgts. Jensen and Prince, upon their promotion to Master Sgt. The latter returned to the mainland for assignment to Barksdale Field, La.

4th Reconnaissance Sqdn. (H): A silver bar now adorns the shoulders of Lieuts. Raymond R. Spurgeon, Communications Officer, and John W. Ford, recently on duty at Langley Field, and now our newest officer. Staff Sgt. Baker was also welcomed, after a tour of duty at Langley.

Ponce Air Base, Puerto Rico:

47th Air Base Squadron: The squadron is now well organized with nearly all important key positions filled. Training of mobile and non-mobile sections has been brought up to the point where the squadron is equal to any emergency, from repelling parachute troops to defying a hurricane.

Morale among squadron personnel was never better. Wives and families are all here or on the way. Capt. Dorney, Lieuts. Smyser and Glassmeyer have quarters on the Post, and Sgts. Johnson, Chew, Dovell and Garner are comfortably settled in town awaiting construction of noncommissioned officers' quarters at the field.

Our qualified aerial engineer, 1st Sgt. E.L. Mason, recently served as a member of the crew on a B-18 training flight to Miami, Fla.

63rd Materiel Squadron: After two periods of quarantine, this outfit is again back on the job. A lot of the work has fallen behind and efforts are being redoubled to make up for lost time.

With the daily arrival of new equipment and supplies, this organization will soon be able to serve the combat units with maximum efficiency.

There were many promotions to Corporal and to Pvt. 1st Cl.

36th Pursuit Group (Int.):

Hqrs. and Hqrs. Squadron: This organization was again called upon to do its part in the present expansion program, when ten of its men were recently chosen to form the nucleus of the newly activated 4th Observation Squadron.

With the departure for the States of Maj. Charles A. Harrington, acting Group Commander, Capt. Richard P. Klocko, Group Operations Officer, assumed command, pending the return of Maj. Ned Schramm.

32nd Pursuit Squadron: The new class of trainees are now well into the process of Pursuit aviation, and a more likely group has never been seen in any

outfit. They are eager, able, and love their work. We regret the loss of 1st Lieut. Kirkwood Ctey, III, to the newly organized 4th Observation Squadron, and extend him our best wishes.

The Officers' Club recently had a semi-formal opening, many guests from Ponce, Central Aguirre and San Juan being present. The Orchestra, made up of some good musicians among the enlisted personnel, staged a good program.

23rd Pursuit Squadron: The squadron welcomed four new trainees: 2nd Lieuts. R.N. Schrawder, R.D. Uglow, Jr., I.M. Susskey, and J.O. Wellborn.

Army Day was enjoyed by every member of the Squadron, especially the amateur photographers who obtained some good shots of the aerial review and the visitors. The camera "bugs" of the squadron are planning to build a dark room.

Some of the members of the squadron pistol team ordered .22 cal. target pistols and are eagerly awaiting their arrival.

32nd Pursuit Squadron: 2nd Lieut. Thomas I. Ramsey was assigned to 25th Bombardment Squadron, Borinquen Field, Puerto Rico. and 1st Lieut. Cecil L. Wells to the 4th Observation Squadron at this Base, both effective April 1, 1941.

Second Lieut. Roland M. Wilcox returned from a cross-country flight to Miami, Fla. on April 14.

Second Lieuts. Robert Costello, Jewell Matthews, John E. Fouts, Jr., and James D. Proctor, new arrivals, were assigned to this organization.

Borinquen Field, Puerto Rico:

Borinquen's original unit, the 27th Reconnaissance Squadron, carved this field from an ocean of sugar cane. Hailing from Pennsylvania and New York, these lads never faltered in the task given them, and established a record in the brief span of 17 months that will remain a symbol of accomplishment.

Texas and Oklahoma, five months later, sent their sons here as members of the 24th Air Base Group. They established the Base functions - Air Corps supply, engineering, operations, communications, etc., until today, one year later, Borinquen Field, while still in the embryonic stage, stands equal in efficiency to all and superior to many of its sister fields. Twice since its arrival has the 24th Air Base Group been divided: first to establish an air field at Ponce, and recently to activate new organizations. Its efficiency remains unimpaired, and Borinquen Field functions smoothly while Ponce nears completion.

Temporary quarters completed, the arrival of the 25th Bombardment Group was awaited. They, like others, caught the spirit of Borinquen Field, and what was lacking they supplied through their ingenuity and perseverance. Faced with a severe flying schedule, they, with the 13th Composite Wing, never faltered, and all standards were maintained.

And last, but not least, let us give recognition to those units - not of the Air Corps - but to whom no less credit is due: the 66th Coast Artillery, who as the 68th pioneered Puerto Rico; the 68th Infantry, native Puerto Rican troops; the Quartermaster and Signal Corps; Ordnance, and Medical Detachments. To these troops - all of them - go the credit of establishing Borinquen Field, the Watch Dog of the Caribbean, America's "Gibraltar."

Chanute Field, Ill.:

17th School Squadron: This unit, recently converted from an instructor to a student squadron, now has a strength of about 1,000 men, some 850 of whom are attached and 150 assigned, most of the

latter being instructors in the A.C. Technical School.

The 17th, with the 1st School Squadron, are now receiving all incoming students for the specialists' courses, the 17th being allotted aircraft mechanists; aircraft metal-workers; weather observers; carburetion, electrical, and propeller specialists; and weather forecasters.

Accompanying the increase in enlisted personnel, new officers were assigned as follows: Maj. Paul H. Hayward, commanding; Capts. B.E. Stringham, F.W. Acton, 1st Lieut. D.F. Justice, Inf.-Res.; Capt. N.E. King, Air Reserve; 1st Lieuts. S.S. Johnston, and Jack Bartell, F.A.-Res.

W.E. Morgen, who served as 1st Sgt. following the squadron's activation last October 1st and was succeeded April 24th by 1st Sgt. Harry J. Richards, formerly of the 7th School, is now serving as squadron Sgt. Major.

Army Airways Communication Detachment: The Control Tower and Point-to-Point and Airways Radio Station was moved from the old area of the field to the large flight hangar.

Tech. Sgt. Forrest M. John, a member of this organization since its inception and an instructor in the radio school for a number of years, was transferred to West Palm Beach, Fla., for duty with the 4th Communications Region.

Staff Sgt. Howard L. Bickell, Sgt. James Trutter, Cpl. Albert Risley and Harman Engleman were transferred to the Orlando Air Base, Fla., for duty with the 4th Communications Region.

Sgt. John Yelenosky was transferred to the Pittsburgh-Allegheny County Airport, Penna., for duty.

Base Weather Station: This station also moved to its new location recently. Headquarters are now in the new flight hangar.

Of the five men of this detachment sent to the Weather Forecasters' Course last November, all of whom graduated April 25, 1941, Sgts. Strickland was assigned as forecaster in the Chanute Field Weather Station; Gazzaniga was transferred to Savannah, Ga.; Karels to Fort Knox, Ky., Trogol to Orlando, Fla., and Cpl. Reese to Barksdale Field, La.

Master Sgt. John H. Butler received his promotion on April 1st.

Eight men from this detachment were detailed as students in the Weather Forecasters' Class, commencing April 28, 1941.

France Field, Panama Canal Zone:

The Air Corps Draftettes of France Field, an organization sponsored by the Commanding Officer to assist in making dances possible and successful at this field, recently made their bow at the first of a series of service dances at the post gymnasium. The evening proved most enjoyable for all in attendance. All ladies on the Atlantic side of the Isthmus are eligible and are invited to join this patriotic organization which is sweeping over the entire country.

The dances planned at France Field will be conducted according to all the rules of propriety and refinement blended with the courtesies of the military service. As honorary patron and patroness of each dance will be a commissioned officer and his lady.

20th Materiel Squadron: Staff Sgts. Bieda and Mitchell were promoted to Tech. Sgt.; Sgt. Earl Wilson to Staff Sgt., and Pvt. 1st Cl. Browning to Cpl. Staff Sgt. Mac A. Bradley arrived from March Field, Calif., as replacement for Staff Sgt. Crabtree, who departed for California.

surf is a routine procedure following the daily attendance at classes.

In the Bombardment Force area, all of the enlisted men are housed in the new barracks, the most modern of their type. The new composite mess hall already is achieving a reputation for the quality of its food. "Roughing it" at the outpost of Rio Hato really is roughing it deluxe.

Sgt. James M. Blackwell, until recently at Albrook Field, was appointed a Flying Cadet and sent to the United States for primary flying training. He is one of many former enlisted men in the Panama Canal Department who qualified for such appointment.

So many promotions of enlisted men were announced in recent weeks that space does not permit the recording of names of the fortunate recipients. On April 21st, 31 sergeants were promoted, nine to Master Sgt. and the remainder to Tech. Sgt. Three buck sergeants at France Field were promoted to Staff Sgt.; four Cpl. to Sgt., and five Pvts. 1st Cl. to Cpl. At Albrook Field, 50 noncoms were promoted, 11 to Master Sgt. and 39 to Tech. Sgt. Three buck sergeants were promoted to Staff Sgt.; six Cpl. to Sgt. and eight Pvts. 1st Cl. to Cpl. A great many Pvts. were advanced to Pvt. 1st Cl. and many specialists' ratings were given. In the expansion of the Air Corps, new opportunities are presented and the men who make the grade find out the rewards are prompt and rapid.

On April 24, Pres. Arnulfo Arias, of Panama, and Pres. Rafael Calderon Guardia, of Costa Rica, met at the frontier between the two countries and adjusted a border question. As Costa Rica does not have an air force, Lieut. H.S. Williams, Jr., Aide to Maj. General Frank M. Andrews, Commanding General of the Panama Canal Department Air Force, flew an Army transport plane to San Jose, Costa Rica, and then flew the President of Costa Rica to the frontier town, where the conference was held.

Savannah Air Base, Ga.:

13th Bombardment Squadron: Master Sgt. William T. Harmon was transferred to Hqrs. & Hqrs. Sqdn., 3rd Bomb Group. Staff Sgt. Wherry joined the outfit. Sgt. Huber was promoted to Master Sgt. and Sgts. Brawner and Taylor to Tech. Sgt. on April 1st. Congratulations!

16th Bombardment Sqdn: Staff Sgts. Joseph J. Rushin and Elmer Howard, were promoted to Tech. Sgt. Congratulations!

First Lieut. Louis C. Adams, Jr., Staff Sgts. James B. Scruggs, Jr., Edward Rapp, and Sgt. Karl J. Frissell departed for March Field, Calif. to ferry A-20A planes here. Capt. Arnold L. Schroeder and 1st Lieut. Edward N. Backus also left for March Field for a similar purpose.

Capt. Arnold L. Schroeder, Squadron Commander, is the proud and happy father of a bouncing baby boy, born on April 18. Congratulations!

45th Bombardment Group: The influx of new men, the majority of whom are now undergoing courses of instruction at Air Corps Technical Schools, boosted the strength of this new Group to 43% of its authorized strength since its activation three months ago. The administrative group and squadron setups have functioned on their own since then, and the personnel assigned are performing duty on the line and in the shops with their parent organizations of the 3rd Bombardment Group (L).

Lieut. Colonel George A. McHenry now commands the Group, and, in addition to his other duties as Material Officer of the 27th Bombardment Group (L),

has surely been active in the "ailments" of the "orphaned 45th."

78th Bombardment Squadron: Our Squadron Commander, Capt. Harold Q. Huglin, was appointed Major (temp.), March 15, 1941.

Our cadre has grown to a strength of 85, which includes 35 men attending various Air Corps Technical Schools. Promotions were as follows: to Staff Sgt.: Sgt. Ernest J. Maye; to Sgt.: Cpls. Julian B. Ashley, Arthur H. Burrow, Frederick E. Davenport, Jr., Raymond W. Jones and Roy Reid; to Cpl.: Pvt. Randolph J. Dokoupil. Three men were appointed Pvt. 1st Cl., and several others were appointed Specialists.

3rd Bombardment Group (L)

Hqrs. & Hqrs. Squadron: All squadron personnel regret the transfer of Lieut. Colonel Lew S. Webster, Commanding Officer, to Jackson, Miss. His position will be well filled by Capt. Clinton U. True.

At a recent meeting of the squadron pistol team, Officer O'Conner, the Police Range Officer, who is also president of the Savannah Pistol Association, gave an interesting talk on pistols and had a special pistol to show the team. Ben H. Portman, Secretary of the Pistol Association, gave some very good news regarding the award of a medal for the champion marksman of the team.

Tech. Sgts. Belchak and Swenson were promoted to Master Tech. Sgts. and 1st Sgt. Hatten and Staff Sgt. Brown to Tech. Sgt.

90th Bombardment Squadron (L): The 90th has been going along fine lately. It takes lots of work to keep our 13 new A-20's in the air.

We regret the departure of Maj. Frank A. Armstrong, Capt. C.U. True and 1st Lieut. Charles C. Kegelman. Best of luck is extended them in their new assignments.

The ground in our squadron area is beginning to take shape and a little more grass seed will make it fine.

Our former sidekicks, the 80th and 63rd Bomb. and the 8th Recon. Squadrons have new full-fledged top-kicks strutting around. More power to 1st Sgts. Straff, Throckmorton and Ehly.

Maj. Johnson, our Commanding Officer, returned from March Field, Calif., with a new plane.

Our Adjutant, 1st Lieut. George F. Mincher, left for Edgewood Arsenal, Md., to attend the Chemical Warfare School.

56th Pursuit Group (I)

The group welcomes its new Commanding Officer, Capt. Norman R. Burnett, but regrets the transfer of Lieut. Colonel Younger A. Pitts, to Louisville, Ky. The 63rd Pursuit Squadron command held by Capt. Burnett, was taken over by 1st Lieut. Norton H. Van Sicklen, in addition to commanding the 62nd Pursuit Squadron.

The receipt of 30 new recruits bolstered the strength of our cadres. More men are on the way, we understand.

Promotions in the Hqrs. Squadron were as follows: Staff Sgt. William M. Tidwell to 1st Sgt.; to Staff Sgt., Sgts. Charles H. Wright, Rolland L. Conner, Bradford G. Moore, William F. Wood, William F. Hooper; to Sgt., Cpls. Hansel E. Manasco, Franklin M. Hallmark, Raymond G. Gormley, Wendell T. Bazio, Elois Dauphin, Bartholomew Ingram, Clinton R. Kinard; to Cpl., Pvts. 1st Cl. Shirley W. Bolton, Joseph J. LaCour, Emery H. Morgan, Joe E. Dennis, Winfred A. Johnston, Carl G. Stone.

In the 62nd Pursuit Squadron, Staff Sgt. Boonie V-8838-1, A.C.

B. Fulton was promoted to 1st Sgt.; Sgt. Cooil G. Smithison to Staff Sgt.; Cpl. Louis T. Boyd to Sgt.; Pvt. 1st Cl. Maurice K. Nickols to Cpl. Staff Sgt. Jose H. Lovelace, 63rd Pursuit Squadron, was promoted to 1st Sgt.

35th Air Base Group (R)

Hqs. & Hqs. Squadron: After several week-ends of intensive work, the Squadron area is looking very much better than it did a short while ago. Palm trees have been planted around the barracks and messhall, and a few evergreens now dot the area.

First Sgt. Lowrance took off on a week-end fishing trip. After a pleasant ride of more than 100 miles he finally gave up in disgust, concluding that there are no fish in this part of the country.

Another fishing party tried their luck at Capt. Boyd's camp, just outside of Savannah. No fish were caught, but everyone got a good laugh when a porpoise flopped out of the water and Staff Sgt. Charles L. Thompson started to jump overboard, thinking it was a shark!

The squadron now has a pool table and a complete set of dayroom furniture, including an up-to-date magazine rack.

47th Materiel Squadron: First Sgt. Harold W. Reeves and Staff Sgt. Arse R. Graves were promoted to Tech. Sgt.; Staff Sgt. James E. Freeman to 1st Sgt.; Cpl. Paul G. Eberius to Sgt., and Pvt. 1st Cl. Charles C. LeFlore to Cpl. Numerous Pvts. 1st Cl. were appointed and Specialist ratings awarded.

48th Materiel Squadron: The arrival of spring heralded the advent of housecleaning both for an inspection by Brig. Gen. Brereton and in preparation for Army Day. Since the two events occurred almost simultaneously, double the amount of work was necessary.

"Home was never like this," said the squadron collectively as it busied itself with pool, ping pong and reading. All the latest equipment, plus a well stocked library and plenty of comfortable chairs, intensify morale and contribute to the comfort of the Squadron. As proof that the men appreciate these efforts, on one day recently over half the grounds were covered with loam, grass and trees planted and a general clean-up was in progress.

Most of the new men have gone to technical schools. A group returned last week. The turnover of men, going to and returning from school is quite rapid.

All personnel volunteered to devote their spare time to landscaping the area in an effort to win the prize for the best appearing grounds at the Air Base. Under the 1st Sgt., Leroy H. Lucas, the men labored mightily transplanting a varied assortment of trees and shrubs, to secure which, it was necessary to battle swarms of insects and crawl along swamps on the outskirts of the airport.

Although nothing definite was announced, it is generally expected that field maneuvers will be ordered in early summer. With three months of preliminary training under field conditions still fresh in the minds of the men, we should have little difficulty in undergoing the transition if the order is passed.

27th Bombardment Group (L)

Hqs. & Hqs. Squadron: During the two months the squadron has occupied the present area, much has been accomplished toward the beautification of the grounds and barracks area.

Pvt. Homer C. Harris, while a patient at the Marine Hospital in Savannah, gave a blood transfusion to the 5-year-old son of Mr. Hyers, of Savannah. Three days later, he returned to the

hospital, meanwhile being discharged therefrom, and gave another. Young Hyers is recovering rapidly.

A blessed event and a bundle from Heaven was recently received in the home of Lieut. and Mrs. W. H. Marvel--a daughter.

Bachelor officers recently moved into quarters at the Base.

Barksdale Field, La.:

Completing the season with 25 wins against five defeats, the 90th School Squadron bowling team took championship honors in the Enlisted Men's Bowling League. Members of the team were Staff Sgts. R.R. Iacombe, B. Freeman, P.P. Saccoccio, R.M. Mecier, and H.E. Groneck.

Approximately 20,000 visitors witnessed the aerial review at the field on Army Day.

The 38th Air Base Group, formed at this field last September, was transferred to the new field at New Orleans, La., on April 24th.

The Military Maids, now numbering 350 girls, were recently organized in Shreveport. Each girl promises to spend two evenings per month entertaining Barksdale Field soldiers and military personnel in nearby camps.

Two Barksdale Field Cadets, who were to have received their wings on April 25th, were killed on April 22nd, when their training plane crashed during a storm near Baton Rouge, La. They were Edward Gibbons, son of Mr. and Mrs. John Gibbons of Jersey City, N.J., and Albert J. Fisher, son of Mr. and Mrs. Albert C. Fisher, Hammond, Ill.

On May 2nd, the entire 90th and 92nd Pursuit School Squadrons, Barksdale Field, were transferred to the Air Corps Advanced Flying School, Selma, Ala.

Lenoxley Field, Va.:

1st Reconnaissance Squadron: Maj. A. Matheny was promoted to his new rank on March 15th.

Training in Chemical Warfare is being given Staff Sgts. Francis, Milner; Sgt. Hinkel and Pvt. 1st Cl. Jones.

Sgt. Bell and Pvt. 1st Cl. Bjorge, completed their course in military correspondence at the squadron school in charge of Lieut. J.R. Yandle.

43rd Bombardment Group (H): Captains John G. Fowler and Howard Moore, commanding the 63rd and 64th Squadrons respectively, were promoted to Major.

Staff Sgt. Gilbert L. Gilliland, senior instructor of our Link Trainer Section, received orders to Albany, Ga., to begin the life of a Flying Cadet. Best wishes are extended to him.

Returning from the Casey Jones School, after completing the mechanics course, were Staff Sgt. J.P. Scanlan, and Pvt. 1st Cl. H. M. Pieck, 64th Squadron, and Staff Sgt. C.P. Raynor, 63rd Squadron.

34th Bombardment Group

During the latter part of March, we had a variety of weather. On several days it was warm enough to go around in shirtsleeves, and on others it was cold enough to freeze wearing an overcoat.

In the last issue of the Air Corps News Letter, it was mentioned that Maj. Ford J. Lauer had quite a few duties and responsibilities heaped upon his shoulders, viz: Group Executive Officer, Group Operations and Intelligence Officer, and Group Material Officer. Now, besides these duties, he was appointed Commander of the 18th Bombardment Squadron. Big broad shoulders are essential these days in the Air Corps.

On March 27, 86 more men were received into our group. At present these men are either on DS at

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Air Corps Technical Schools or at Westover Field, Mass., awaiting the 34th Group to move to its permanent station.

The group lost a very valuable man when 1st Sgt. Paul H. Smith, of the Headquarters Squadron, was transferred to the Headquarters Squadron, GHQ Air Force, at Bolling Field, D.C. Sgt. Smith was very popular with the members of this group.

Sgt. James L. King, Hqrs. Sqdn., was relieved as Message Center Chief, and appointed Group Personnel Sergeant Major. Staff Sgt. Alvin A. Lunceford, 18th Bomb Squadron, was transferred to the 65th Bomb Squadron, of this group, and Staff Sgt. Norman A. Willoughby, of the 65th, was assigned to this organization.

Hqrs. and Hars. Squadron: On April 1, Staff Sgt. A.G. Krescanko was promoted to 1st Sgt.; Sgts. J. L. King and Lewis Skaggs to Staff Sgt.; Cpl. J. H. Clingerman, F.C. Mislak, J.A. Webber, R.W. Lepley, Michael Lichko, G.E. Ruszinyak, and Pvt. 1st Cl. L.L. Dixon to Sgt.; Ppts. W.E. Ochiltree, August Retcofsky, Jr., and G. Forbes to Cpl. A number of specialist ratings were also given.

4th Squadron (H): Langley Field's aerial might was displayed on Army Day, a formation of three groups of B-18's flying several times over the aerodrome. Visitors, coming from near and far, seemed well pleased with the performance. Upon completion of the flying demonstration, they strolled up and down the ramp, gazing at the long line of planes and then dodging into the hangar to look over equipment on display.

The squadron welcomed Master Sgt. Charles Bikle transferred from the 18th Reconnaissance Squadron on April 14.

7th Squadron (H): The following promotions were announced: To Staff Sgt., Sgts. H. Cole, J.A. Daily J.H. Eanes and C.W. Smith; to Sgt., Cpl. A.G. Sevar; to Cpl., Ppts. 1st Cl. T.B. Brunner, K.E. King and J.L. Nutt.

18th Squadron (H): Our Squadron Commander, Capt. Wold, is on detached service. Best wishes are extended to the new Squadron Commander, Maj. Ford J. Laufer.

43rd Bombardment Group (H): Our Group Headquarters, formerly located in the same building with the 34th Bombardment Group Headquarters, recently moved into the Base Headquarters building. This move was a great factor in helping the personnel of the different staff sections to carry out their duties. Formerly, traveling between the other staff sections and Headquarters necessitated the use of a truck or car, Headquarters being situated so far from the rest of the staff sections.

On April 1st, we received our full quota of ratings, based on a full strength unit. Only a small percentage of these ratings were given out, since our full strength at present is only 143 men. We are gradually raising our personnel strength.

Hars. & Hars. Squadron (H): Once again, as on January 15th, this squadron received a new allotment of grades and ratings. Promoted to Staff Sgt. were Sgts. Hubert Corley, Joseph W. Savoy, Harry E. Sturgill, James J. Larkin, Jr., Leo J. Moniga, Matthew J. Downs and Thomas E. Noffsinger; to Sergeant., Cpls. James M. Fescina, John E. Yanick, William B. Stamper and Orville McKinney; to Cpl., Ppts. Thomas Weir, Luther D. Meadows, Albert M. Belejchak and Ralph W. Hayes.

Mitchel Field, N.Y.:

36th Pursuit Squadron: Capt. Hudnell, Lieuts.

Mears and Hillery returned from ferry trips to the West Coast.

We were glad to have as our guests members of the staff of the Columbia Broadcasting System, who put on a demonstration of the Air Defense System organized in the vicinity of New York. The squadron took an active part in the demonstration and one of the flights served as interceptors and "attacked" three B-18's sent up from Langley Field.

The training of our new pilots was resumed after a lay-off during gunnery camp.

Hqrs. and Hars. Squadron: The recent change in the designation of the 8th Pursuit Group from "Fighter" to "Interceptor" has the majority of its enlisted members on the proverbial "Griddle," the change affording an additional number of noncom vacancies, thereby causing much concern as to the outcome.

With the addition to the dayroom of a pool table, subscriptions to 26 magazines, and a Coca-Cola vending machine, recreational facilities for the men during their spare-time have greatly improved. During the gunnery practice, 2nd Lieut. V. Ellis spent the first two weeks at Groton with the 35th Pursuit Squadron, and 2nd Lieut. Kenneth D. Boggs, the next two weeks with the 36th Pursuit Squadron.

35th Pursuit Squadron: Best wishes are extended to Captain Charles W. Stark on his transfer to the Group Executive position, and all the luck in the world on his recent marriage.

Capt. W.H. Wise assumed command of the 35th upon Capt. Stark's transfer, and is assured 100% cooperation.

The marriage of Miss Marjorie Virginia Fox, of Newport News, Va., to Lieut. John Gordon Patterson, took place on April 30 at the Trinity Methodist Church in Newport News. Congratulations, "Pat!"

Moffett Field, Calif.:

To provide more room for several offices, and effect a more efficient arrangement of the two headquarters on the field, the headquarters of the West Coast A.C. Training Center were moved from the lower floor of Post Headquarters building, overcrowded for several months, to what was formerly the Post Exchange and Theatre building.

New quarters were constructed in the motor pool sheds for the barber shop, post exchange restaurant and tap room, post exchange store, and library, all formerly located in the Theatre building. This cleared considerable space for offices. The recruiting office and the provost marshal's offices were moved back to the Post Headquarters building, leaving the Theatre building clear for WCACTC headquarters.

In the Post Headquarters Building, the file room was moved from the basement to the first floor, and the personnel section, where all the post personnel records are handled, was moved down from the second floor to its old location on the ground level. The changes are expected to bring a more orderly operation of the various departments.

Bowman Field, Louisville, Ky.:

Bowman Field civilian air traffic quadrupled over Derby week-end. Our bachelor officers' quarters were filled to capacity with visiting officers who witnessed the Kentucky classic.

Ppts. Gray and Dare, Hqrs. and Hars. Sqdn., 16th Bomb. Wing, picked up a stray alligator, and the squadron has adopted it as a mascot. The boys named him "Oscar," and improved his appearance by striping him with white paint.

Recent promotions were as follows: To Staff Sgt.,

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Sgts. Paul E. McLaughlin, Anthony A. Palaisa, Wilbur W. Boyd, Jasper B. Femmer, Harley M. Brummer, Stanley Korbecki, Paul S. Moravek, Alfred M. Gozzi, Harry R. McLain, Howard E. Hunter, Donald J. Karle, and Hall W. Venette; to Sgt. Cpl. Oliver D. Collins, Bernard P. Ryan, Floyd J. Maurer, William J. Rothenberger, Jr., Dana A. Sidebottom, Maurice K. Davis, Regis F. Sanker, Talmadge R. Kyzer, Elmer T. Satchell, Carl H. Fassinger, Andrew Mainor, Victor C. Minich, Samuel Foster, Ernest T. Matacia, and Paul W. Slusser; to 1st Sgt., Staff Sgts. Ralph H. Brown and Thomas N. Smith.

The designation of the 249th Separate Quartermaster Company (AB) was changed to the 1562nd Service Unit Detachment, Quartermaster Corps.

Post Field, Fort Sill, Okla.:

On April 30th, 1941, Master Sgt. Clarence M. Maricle, 1st Balloon Squadron, Air Corps, was retired after completing over 30 years' service. His first enlistment (October 7, 1908), was in the Coast Artillery. He then served two enlistments in the Medical Corps. On February 11, 1917, he enlisted in the 24th Balloon Company, since which time he served continuously in the Air Corps. With the exception of three years at Rockwall Field, Calif., Panama Canal Department, and Mitchel Field, N.Y., Sgt. Maricle was associated with the Lighter-than-Air branch of the Air Corps.

During the World War Sgt. Maricle served in France with the 2nd Balloon Company, arriving there in November, 1917. His organization was the first to fly an American Balloon on German soil after the signing of the Armistice. During his overseas service, he participated in five major engagements, namely, Toul Sector; Secheprey Defensive; Champagne-Marne; Aisne-Marne; St. Mihiel Offensive and the Meuse-Argonne Offensive. After the occupation of the Rhine, Sgt. Maricle returned to the United States, arriving in New York on August 4, 1919.

Master Sgt. Maricle possesses ten "Excellent Character" Discharges, a record of which he may well be proud, since they evidence the efficiency and trustworthy manner in which he served his country.

March Field, Calif.:

March Field received a boost in number of Master and Technical Sergeants, and nearly 50 enlisted men were directly benefited by the promotions.

Promoted to Master Sgt. were Tech. Sgts. Frank W. Roy, Bryan I. Doughty, Thomas B. Vinson, Paul M. Helwig, William A. Covington, Wladyslaw Dobski, Malcolm McMillan, Charles McDonald, Ludwig N. Ladd, Lowell R. Wimberley, Raymond C. Lane, James P. Flanagan, Charles B. Coleman, Jr., and Roy M. Wills.

First and Staff Sgts. appointed Tech. Sgts. were Kenneth B. Almond, William J. McKiernan, Moss McCallister, Leslie O. Stone, Ellis A. Petersen, Donald R. Kinney, Lawrence J. Hatch, Leonard D. Sprague, Harley D. Edwards, John F. Thomas, Wilson P. Currie, George W. Hoffman, Emery S. Martindale, Roland Bradley, Ralph C. Howes, Joseph C. Keiken, George L. Marsh, William E. Wood, Frank Ross, William F. Magner, David F. Miller, Howard S. Davis, Joseph L. Bucher, Lynn G. Knudsen, Allen M. Blackwell, John O. Fleming, James M. Lepper, Sidney J. Willis, LaVerne B. Barber, Roy W. Irwin, Cecil A. George, Gerard E. Moultrie, Waide Atwood, and Ray R. Runfelt.

Overlay maps compiled by the 38th Recon. Squadron Intelligence Section, studded by map tacks and shaded

with crayon, show the progress of Armies on the war fronts. Markings on maps are changed daily as details are taken from local newspaper accounts of the fighting abroad.

Another project kept up to date is a huge map of the world showing important airlines used by military and commercial planes. Now under construction in the Section is a large overlay map which, when completed, will show the location of all air bases in the United States and will carry a listing of Air Corps squadrons.

Under direction of 2nd Lieut. R.C. Hutchinson, the Section, which has been operating only five months, is comprised of Pvts. 1st Cl. W.L. Watkins, chief; W.V. Wright, Pvts. M.R. Viele, M.S. Hall and W.S. Barnay. Pvt. Viele was formerly a draftsman for Douglas Aircraft, and Pvt. Hall was formerly an advertising artist with Vultee. Second Lieut. E.J. Cooper is the assistant officer in charge.

Cal-Aero Academy, Calif.:

"Wings of Steel," a technicolor motion picture produced by Warner Bros. at the Air Corps Training Detachment at Cal-Aero Academy's training center at Ontario, Calif., will be released for showing late in May. With the detachment's 500 Cadets and 150 airplanes appearing in several of the scenes, the picture, which is in full color, is said to be a vigorous recruiting medium for the Air Corps.

Two noted sports figures joined the detachment at Ontario when John B. Neek, former All-American Quarterback and captain of the University of California's team which defeated Alabama in the Rose Bowl in 1937, was engaged as civilian athletic director. At the same time, Grenville Lansdell, former All-American Quarterback at the University of Southern California, reported to the Detachment as a Flying Cadet.

With the big auditorium of Hoover High School in Glendale, Calif., chartered for the purpose, more than 2,000 civilian and Air Corps students at Curtiss-Wright Technical Institute at Glendale were assembled on May 2nd for an address by Captain Howard M. McCoy, Air Corps propeller expert from Wright Field.

Some 600 enlisted men in training as mechanics at Curtiss-Wright Technical Institute gave Glendale citizens an impromptu military parade when they marched to the place of the meeting from the Air Corps Training Detachment barracks at Grand Central Air Terminal.

Aviators' Post 350, The American Legion, Los Angeles, Calif., numbering approximately 280 Flyers who saw World War service, voted to conduct an energetic Flying Cadet procurement campaign in behalf of the Air Corps.

Initial step of the campaign came in a 15-minute broadcast over the Mutual Network, with Maj. Douglas Keeney, commanding officer of the training detachment at the Glendale center, featured. Following this, the Legion Post, in cooperation with Cal-Aero's Public Relations Department, is distributing copies of the booklet "Flying Cadets" to each member to be used as a text book in encouraging young men to enroll.

The News Letter expresses its appreciation to Kenneth LaRue, 45th Air Base Squadron, Hamilton Field, Calif., for the cover design featuring this issue.

For the information of News Letter correspondents, contributions for this publication should reach the Intelligence Division on the 10th and 25th each month.